

RENAULT 25



**THE RENAULT 25 V6
TURBO: THE ULTIMATE
COMBINATION OF
LUXURY AND HIGH
PERFORMANCE**

The Renault 25 V6 Turbo joins a well established motoring class; those cars at the very top end of the market, incorporating the ultimate in motoring comfort and high speed touring. You have only to settle down behind the leather trimmed steering wheel to appreciate the luxurious comfort of the seats and fittings, the clear and comprehensive instrument panel and the refined interior design, and just a few minutes' drive will demonstrate the smooth and effortless performance. Drive the car for only a few miles, and you'll experience standards of performance, safety and comfort which place the Renault 25 V6 Turbo way ahead of the competition.

Renault 25 V6 Turbo





THE EXPRESSION OF BEAUTY AND HIGH PERFORMANCE

The striking lines of the Renault 25 cannot fail to be noticed. They are a work of art, yet they also result in efficient design, with harmonious use of space and technical advancement. The Renault 25 is the end product of a very elaborate design process. Wind tunnel research combined with highly sophisticated technology have made it possible to achieve an exceptional all-round aerodynamic efficiency.

Renault 25 V6 Turbo









**« STATE OF THE ART »
ELECTRONICS FOR
INCREASED MOTORING
PLEASURE**

The Renault 25 represents integrated progress — but in particular the latest progress in electronics: integral electronic fuel injection, anti-lock braking system (BOSCH A.B.S.), remote control door locking, delayed «switch-off» courtesy lights, on-board computer, voice synthesiser. This is an electronics system which both informs and also makes driving more pleasurable.

The Renault 25 and the intelligence of its equipment adds a new dimension to driving safety and enjoyment.

A high-angle, close-up photograph of the front interior of a Renault 25. The image shows two leather-upholstered seats with a quilted pattern. The leather is a light tan or beige color. The seats are positioned towards the right side of the frame, with the rest of the car's interior and the window visible on the left. The window shows a blue sky with some clouds. The overall lighting is soft, highlighting the texture of the leather.

A NEW CONCEPT OF SPACE

The comfort of each passenger primarily depends on the space available. There is ample space available in the Renault 25. It is a car that has been designed to be spacious. The thoughtfully laid out interior helps promote communication between passengers. The interior of the Renault 25 is not only a place of luxury and refinement, it is also a place of shared pleasure.



A NEW CONCEPT IN COMFORT AND SPACE, FOR THE MOST ENJOYABLE JOURNEY

The comfort of each passenger primarily depends on the space available. There is ample space available in the Renault 25. It is a car that has been designed to be spacious. The thoughtfully laid out interior helps promote communication between passengers. The harmony of the interior is an important aspect of the Renault 25. Great care has gone into the selection of the trim materials and colours with details such as matching velour door panels and trim plus the option of leather trim on some versions.

VERSATILITY: Adjustable Space

The Renault 25 is extremely generous. It offers its passengers the space and comfort in line with its performance. In the luggage compartment there is a capacity of 15.6 cu ft. The rear seat folds up or down in one movement. Just the touch of a button situated on the top of the back seat will fold back the seat and provide a cavernous luggage capacity of 43.7 cu ft.



Single action folding rear seat



Luggage capacity of 43.7 cu. ft with seat folded down

PLIP

On the Renault 25, the electronic central locking system (optional on GTS) for doors, rear boot and petrol cap is controlled remotely by an infra-red system called PLIP, a transmitter in the form of a key ring.



AIR CONDITIONING

As a natural extension of the sophisticated heating system, the Renault 25 GTX, V6 I and V6 Turbo feature as an optional extra, a method of air conditioning with temperature regulation. The touch of a control button activates or de-activates the air conditioning however the selected temperature level is regulated. The system has the effect of lowering the interior temperature if it is higher than that



required for complete comfort but it is also able to bring down humidity levels of air blown into the interior. While the temperature is reducing, the system automatically recycles the air; it re-uses this air from inside the vehicle. This recycling function may also be controlled manually, when wishing to maintain the air conditioning/heating whilst travelling through an area of polluted air. Whenever the air conditioning and recycling systems are in operation, this is shown by means of indicator lights.

TECHNICAL INNOVATIONS WHICH PUT THE RENAULT 25 AHEAD OF THE COMPETITION

The Renault 25 offers 4 petrol engine packages to meet the performance requirements (speed, acceleration, fuel consumption) which are the priority of every motorist.

The new Renault 25 V6 Turbo engine represents the height of development to date. It is a V6, with all of the effortless driving characteristics that this implies: silence, flexibility, smoothness...

It is also turbo-charged which gives it very high performance characteristics: effortless power, outstanding acceleration and high speed cruising ability.

The new Renault 25 V6 Turbo takes full advantage of all the engineering experience which Renault has gained in recent years, both on the race track and on the road. This experience in Grand Prix racing and rallying, has given Renault the

expertise to develop road going, turbo charged cars that has now established them as one of the leading manufacturers of this type of performance car.

Power: 182 bhp DIN — one of the highest power outputs currently available in its class.

Maximum torque: an impressive 28.6 mkg DIN — and in addition thanks to a Garrett T3 turbo-compressor, a constant torque in excess of 27 mkg DIN from 1800 rpm to 4500 rpm under normal running conditions.

Results: The Renault 25 V6 Turbo combines a weight/torque ratio of 46.32 kg/mkg with a power/weight ratio of 7.28 kg/bhp DIN — among the best. It has, in addition, an excellent Cd factor and one of the best CdA factors in the luxury class, together with a 5-speed gearbox, which is designed to achieve maximum reserves of power.

On the road, this results in:

— a maximum speed in excess of 140 mph.

— an acceleration from 0 to 62 mph in 7.7 seconds.

All of which adds up to exciting motoring and a new sensation on the road.

To put it in a nutshell, the Renault 25 V6 Turbo combines the ultimate in power and refinement.

From 103 bhp DIN to 182 bhp DIN, the Renault 25 range offers you a choice of 4 petrol engines satisfying a wide range of personal choice.

1995 cc 4 cylinders, twin choke carburettor

103 bhp DIN - 114 mph

2165 cc 4 cylinders, Renix electronic fuel injection

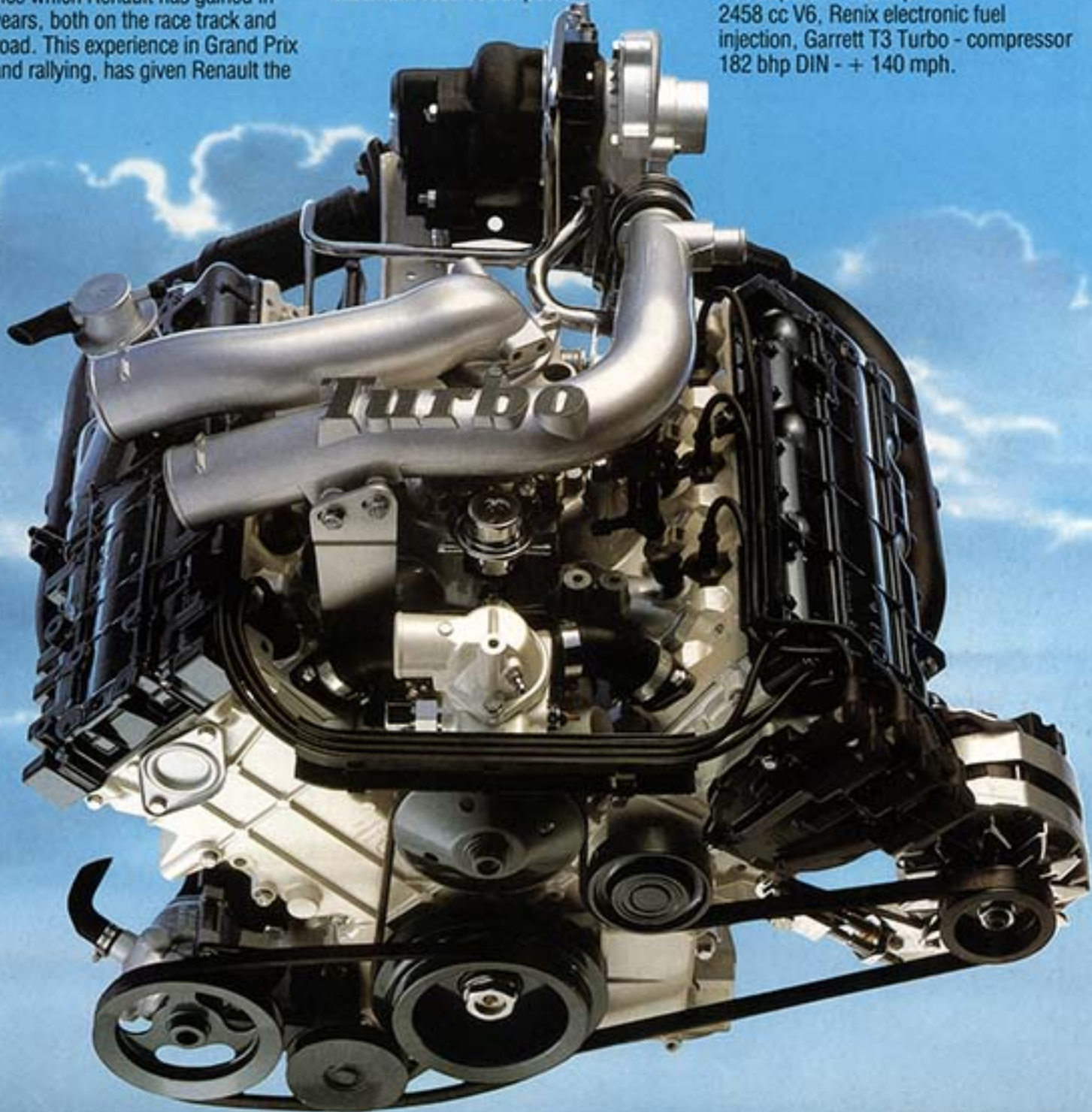
126 bhp DIN - 123 mph

2664 cc V6, K-Jetronic fuel injection

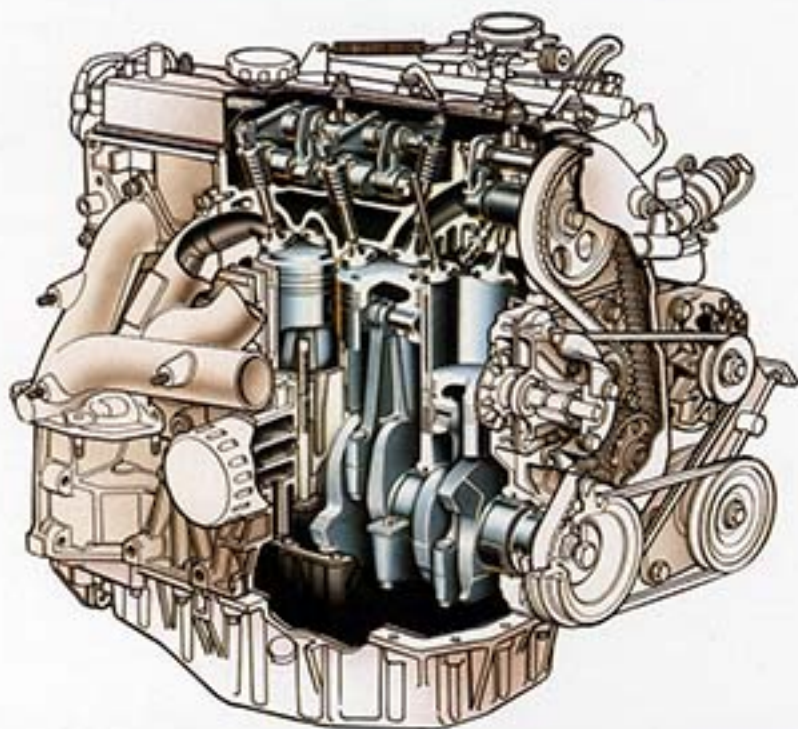
144 bhp DIN - 123 mph

2458 cc V6, Renix electronic fuel injection, Garrett T3 Turbo - compressor

182 bhp DIN - + 140 mph.



2458 cc V6 Turbo engine



2165 cc Engine with Renix electronic fuel injection

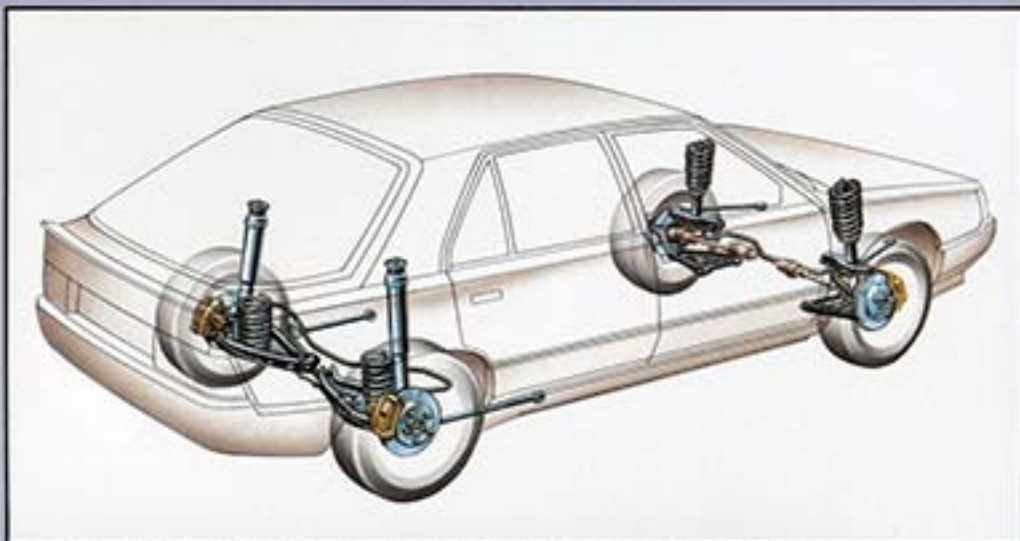
RENIX ELECTRONIC INJECTION

The Renault 25 GTX and V6 Turbo are fitted with the integral Renix electronic fuel injection system. It is termed integral as both ignition and injection systems are designed specifically into it. This pressure/speed system is controlled by a microprocessor which reacts to all road conditions: start up, cold running, idle, acceleration and de-acceleration, altitude etc. It analyses these conditions and then instantaneously establishes the optimum air/fuel mixture ratio and the ideal spark advance setting.

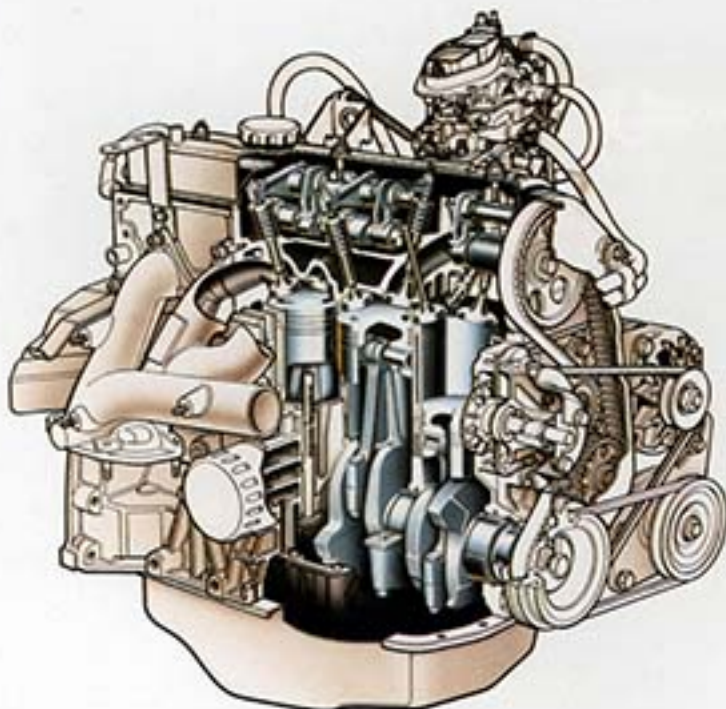
The electronic fuel injection ensures incomparable smooth running which guarantees maximum energy efficiency and can result in a substantial fuel saving. Engine reliability is improved. Optimum ignition means that the spark plugs last longer. Pollution is also reduced to the strict minimum.

THE EVOLUTION OF A NEW TYPE OF PERFORMANCE CAR

Two essential features have strongly characterised the Renault 25 range since its launch: performance and driving enjoyment. Today, the Renault 25 is continuing along its evolutionary path, now offering a more powerful version of the 2.2 litre fuel injected engine in the GTX and GTX Automatic with an increase in power to 126 bhp (DIN).

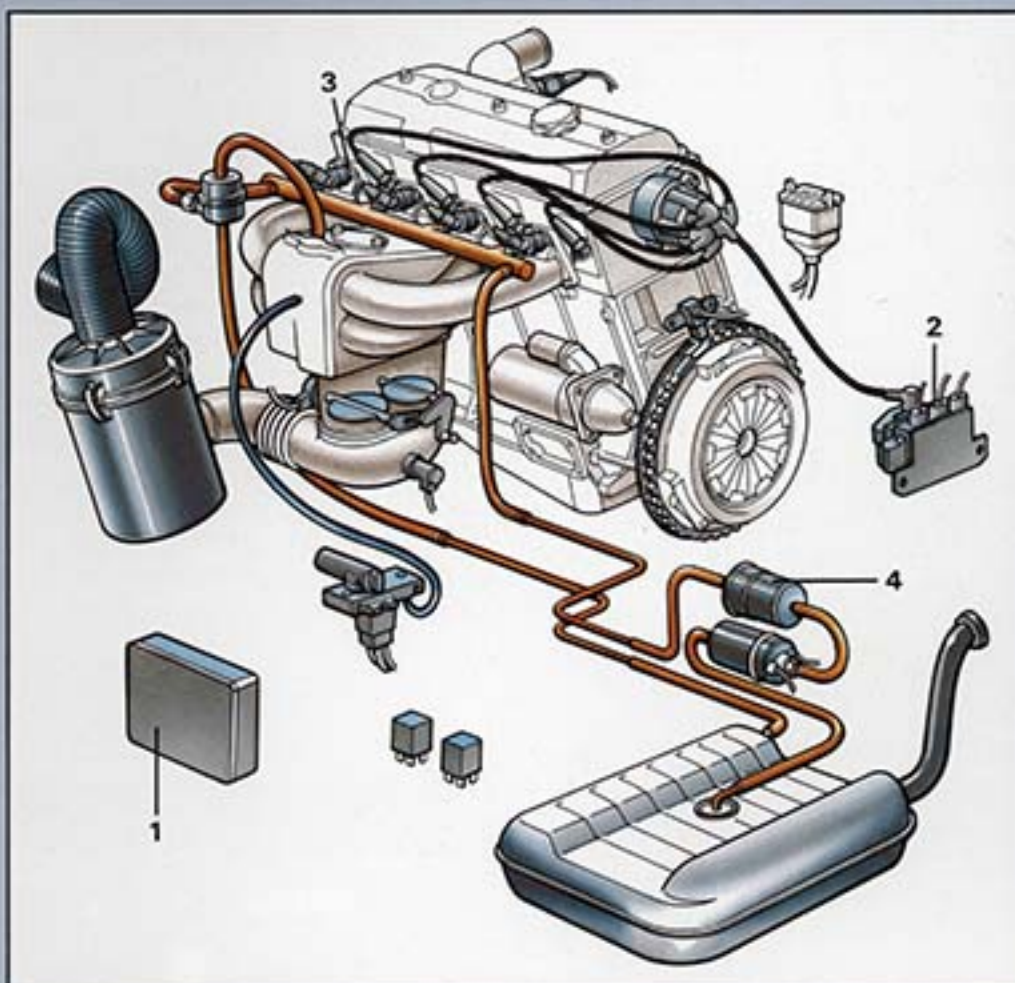


Suspension: all independent front suspension with negative offset and anti-dive geometry



HIGH SAFETY BRAKING

Dual circuit braking in an X configuration combined with negative offset steering geometry of the front suspension. The dual circuit of the Renault 25 retains 50% of its efficiency, if one of the circuits should fail. Ventilated front discs are fitted on all versions with drums at the rear on the GTS and GTX models. The 25 V6I and Turbo models have plain discs at the rear.



Renix electronic fuel injection system:

1. Electronic control unit
2. Ignition module
3. Electromagnetic injector
4. Electric fuel pump

COMPUTER DESIGNED SUSPENSION

The Renault 25 has front-wheel drive with an all independent suspension. This basic configuration has proved to be the right choice for the whole of the model range, in terms of both comfort and safety (roadholding and braking). What is new, are the means used to select the configuration design. Means which utilise electronics, state-of-the-art technology plus other new avenues for research. For instance Computer Aided Design makes it possible to design lighter front and rear assemblies, giving also an accuracy never before attained in the calculation of damping and variable flexibility.

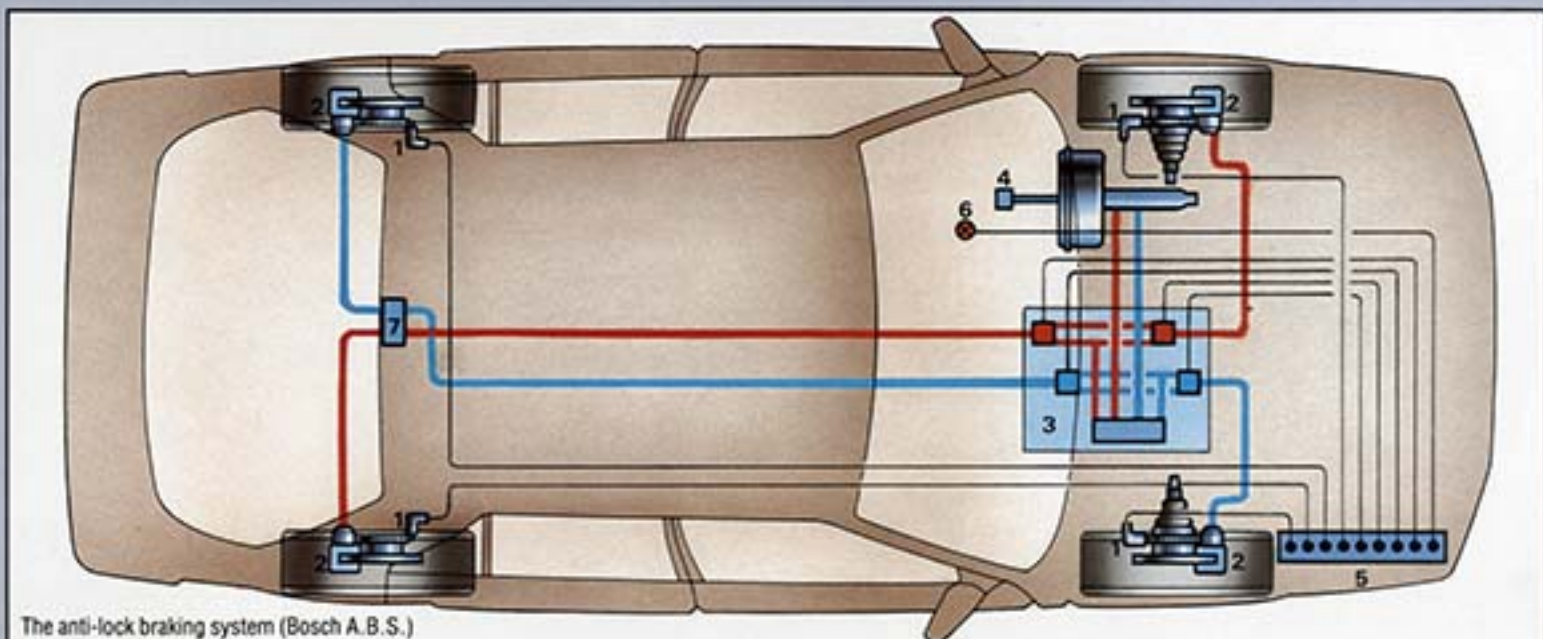
The front suspension layout is of proven design: transverse double wishbones with a negative ground offset. Coil springs. An anti-roll bar. Telescopic hydraulic shock absorbers.

The rear suspension, based on the MacPherson strut arrangement, comprises variable rate coil springs, a strut incorporating the telescopic, hydraulic shock absorbers and an anti-roll bar.

THE ANTI-LOCK BRAKING SYSTEM (BOSCH A.B.S.)

Wet roads, snow, black ice, sharp cornering, damaged or uneven surfaces... all these conditions represent danger... and most particularly the danger of losing control during braking. The Renault 25 V6 Turbo incorporates the most efficient system for eliminating this danger: the anti-lock braking system (Bosch A.B.S.). This is an electronic system comprising of sensors and a calculating device which regulates, almost

to the thousandth of a second, the braking force of each wheel according to the tyres' level of grip on the road surface. This system guarantees the very best braking and steering control possible under all conditions. It represents a great deal more than just an improvement on classic anti-lock braking systems. Its speed of response and sensitivity to the slightest threat of losing grip, make this system an important electronic contribution to motoring safety.



The anti-lock braking system (Bosch A.B.S.)

- | | | | |
|------------------|--|------------------------------|----------------------|
| 1. Speed sensor | 3. Hydraulic group (electromagnetic valve and return pump) | 4. Brake master cylinder | 6. Warning lamp |
| 2. Brake caliper | | 5. Electronic control module | 7. Brake compensator |

THE METHODS AND THE TECHNIQUES - THE MEANS TO MEET THE MOST EXACTING SPECIFICATION

Primary objective: Quality.
Minimum level: the best in Europe.
That sums up the specification for the Renault 25. Ambitious and strict. Requiring the use of the most sophisticated techniques right from the design stage to final manufacture, using ultra-modern methods and the strictest final inspection.
Objective attained. Here are a few reasons why.



Measuring dimensions for door assembly by robot

TOLERANCES HALVED

Whenever you have assemblies you have tolerances. The latest machine tools and new procedures have enabled all tolerances to be cut by half.



Checking of tolerances at 90 different points

This exceptional degree of accuracy in assembly of the Renault 25 results in a high standard of manufacture never achieved before.

THREE DIMENSIONAL CHECKS

Ultrasophisticated methods of inspection have been introduced to guarantee that these tolerances are met. They enable dimensional accuracy to be checked at 90 points on the body, within 3 minutes.

PRE-PAINT SEALING CHECK

Each Renault 25 body is subjected to a 100% sealing inspection before painting and trimming. With this new procedure, the slightest penetration of water is immediately detected and the defect, if any, instantaneously corrected.

ANTI-CORROSION

The whole of the Renault range has long benefited from highly efficient processes such as cathaphoresis, to protect against corrosion. Protection has been taken much further still on the Renault 25. For the first time, all the stages of metal preparation (zinc phosphating, cathaphoresis) have been carried out with the body and its accessories totally immersed. The main sheet metal panels are precoated by the electro-deposition of zinc or by the use zincrometal. The most vulnerable areas of the body



Checking of sealing before fitting out

(under the front wings) are protected by plastic liners. A very strict anti-corrosion quality control is carried out on all fixings on a permanent basis.

New techniques whereby components, assemblies and completed vehicles can be subjected to accelerated ageing, are used to test the efficiency of these solutions.

Track testing procedures have also been developed which combine, in one cycle, all possible sources of corrosion such as gravel, salt, vibrations, heat and humidity.

FINISH

Another area in which the Renault 25 again excels and also innovates. Certain sealing compounds are smoothed out and prepolymerized at the same time as the structural adhesives in a special baking booth, prior to the body being immersed in a phosphate bath. This prevents any possible reaction between the sealing compounds, adhesives and the paint and guarantees a perfect finish to the body surface.

There is also a new operation in between the cathodic electrocoat dip and the actual painting: a new primer is applied which makes the lacquer more flexible and so less vulnerable to impact from gravel. The body is completely sanded down for the last time before the lacquer is applied.



Cathaphoretic treatment

Finally an extra coat of either lacquer or clearcoat (for supergloss/metallic paint) provides a rich glossy finish to the body of the Renault 25.

NOISE SUPPRESSION

It's no use having a quiet engine if the gear change lever vibrates. This, of course, is just an example but it does illustrate the direction in which efforts have been channelled to provide the Renault 25 with exemplary sound proofing: eliminate all the causes of noise, reduce noise wherever it is found. First of all reduce noise at its source. The engine/gearbox unit is an obvious one. Design studies to determine the ideal locations and structures for the support mountings, reduction in gear backlash and improved surface conditions have brought the number of decibels down. Road noise on motorways has been reduced as a result of this increased rigidity between engine and transmission.

BODY AND TRIM COLOURS



DARK SAND DIAGONAL CORD



BLUE DIAGONAL CORD



ASH DIAGONAL CORD



ASH STRIPED VELOUR



SAND LEATHER



BLACK LEATHER

checking of wheel alignment, checking sealing of each body element before painting out, 100% checking of wiring each instrument panel. Finally, an electronic check of all the electrical functions of each Renault 25 at the end of the production line.

LAST CHECKS BEFORE THE GREEN LIGHT

Before a vehicle can qualify for its final exit from the factory, last tests are carried out on the test line, tests on the rolling road to check gear changing etc, tests on the tuning line for emission and idle, tests on the braking system, checking for vibrations and alignment of the steering wheel, twenty minutes of testing the engine and transmissions after their installation.

The intention is to make the Renault 25 an « above standard » car. No effort has been spared to achieve this aim. Once behind the wheel it immediately becomes clear why the Renault 25 is a new concept in motoring.



Programmed electrical checks

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RENAULT 25 BODY AND TRIM COLOURS

VERSIONS	TRIM MATERIAL	WHITE 348	DARK CHERRY 766	BLACK 694	ANTELOPE BEIGE 102	SILVER GREY 620	HIGHLAND BLUE 428	LAGOON 979	TITIAN RED 710	LUCHEN 932
GTS Automatic	DIAGONAL CORD	BLUE	DARK SAND		DARK SAND	BLUE		DARK SAND	ASH	
GTX Automatic	DIAGONAL CORD	BLUE	DARK SAND		DARK SAND	BLUE	BLUE	DARK SAND	ASH	DARK SAND
V6 Injection Automatic	DIAGONAL CORD				DARK SAND	BLUE	BLUE	DARK SAND	ASH	SAND
	LEATHER (1)				BLACK	BLACK	BLACK	SAND	BLACK	
V6 Turbo	STRIPED VELOUR	ASH		ASH		ASH			ASH	
	LEATHER (1)	BLACK		BLACK		BLACK			BLACK	

(1) Optional at extra cost

**Super gloss/Metallic paint optional at extra cost (GTS, GTX)



BLACK 694*



WHITE 348



DARK CHERRY 766*



ANTELOPE BEIGE 102**



TITIAN RED 710**



SILVER GREY 620**



LICHEN 932**



HIGHLAND BLUE 428**



LAGOON 979**



DARK SAND DIAGONAL CORD



BLUE DIAGONAL CORD



ASH DIAGONAL CORD



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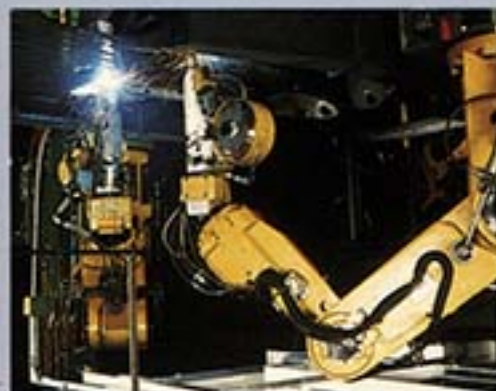
Finally the body has been very effectively soundproofed: fusible sheets, moulded foam blocks, double sealing on doors, systematic plugging of all the apertures through which control cables, leads, etc. pass.

Panels absorb reflected noises... The side sill weatherstrips reduce the hissing noise transmitted by the tyres on a wet road surface. Noise which couldn't be totally eliminated has been muffled: closing of doors, clicking of locks, opening and closing of sunroof (its electric motor is located in the boot).

The silence of the Renault 25 is a result of high precision design and assembly.

AUTOMATION: AVANT GARDE TECHNIQUES

Wide use is made of robots in the construction of the Renault 25. Welding robots, painting robots, handling robots, they perform all of the most difficult jobs



Welding operation by robot.

of work which are normally carried out in the most difficult environment. With the advantages of an infallible memory, constantly checking themselves, robots guarantee a degree of precision of assembly inconceivable for the human hand.



ADHESIVES: EXCESSES AVOIDED

All bonding operations using adhesives (for trim, windscreens etc) are carried out by applicator machines which ensure regularity of application of adhesives and bonding compounds; they also control the quantities used to avoid any excesses.



Audiovisual aid on the production line

THE QUALITY GESTURE

Video systems are making their entry onto production lines. At every work station, where a tricky assembly operation is performed, there is a screen showing an audio-visual programme giving an explicit and detailed description of the best way to carry out the operation. This is what Renault call « the quality gesture ».

THE ENGINE: INSTALLED AS A SINGLE UNIT

The engine and front suspension system is assembled off the production line in a « sub-assembly » shop and then placed on an automatically guided trolley which will automatically lift and position the unit under the car.

The same operation is performed for the rear suspension assembly. This allows for complete assembly from underneath without touching the outer bodyshell. The « bolting up » of these assemblies are carried out with electric torque drivers to ensure consistency of assembly. For inspection on the production line the watchword is safety. A whole series of tests to ensure driver safety are carried out at the production line stage. A few examples: vacuum filling of braking systems to check circuit sealing;

checking of wheel alignment, checking of sealing of each body element before fitting out, 100% checking of wiring of each instrument panel. Finally, an electronic check of all the electrical functions of each Renault 25 at the end of the production line.

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Programmed electrical checks

Paintwork: an extra coat of lacquer



RENAULT 25 GTS
RENAULT 25 GTS
AUTOMATIC
1995 cc - 103 bhp DIN.

4 cylinder petrol engine, 1995 cc - Twin choke carburettor.
Max. power: 103 bhp DIN at 5500 rpm.
Max. torque: 16.5 mkg DIN at 3300 rpm.
5 speed gearbox. Top speed 114 mph.
Automatic transmission. Top speed 111 mph.

RENAULT 25 GTX
RENAULT 25 GTX
AUTOMATIC
2165 cc - 126 bhp DIN.

4 cylinder petrol engine 2165 cc - Renix electronic fuel injection.
Max. power: 126 bhp DIN at 5250 rpm.
Max. torque: 19.5 mkg DIN at 2750 rpm.
5 speed gearbox. Top speed 123 mph.
Automatic transmission. Top speed 121 mph.

Renault 25 GTS instrument panel.





Trip computer display screen.



Fuel gauge.



Touring range.



Distance covered.



Average speed.



Average fuel consumption.



4 VERSIONS INCORPORATING A HIGH LEVEL OF EQUIPMENT

Constant progress is being made in motoring design. The problem is how to incorporate these new developments in a sensible package. Some are just luxuries which can easily be dispensed with. Others, however, have rapidly become essential pieces of equipment, especially with regard to safety.

The Renault 25 GTS and GTX models are amongst those executive saloons that incorporate the best of high performance technology, which is not only a safety benefit but also adds to driving comfort. And naturally, electronics play a vital role. A digital stereo radio/stereo cassette player is now standard equipment on both GTS and GTX U.K. versions.



Voice synthesiser controls.

SPEECH BUT NOT IDLE CHATTER

One of the most spectacular electronic innovations in the Renault 25 is the voice synthesiser. Available on the GTX



Trip computer reset switch.

model and both V6 versions including the V6 Turbo, it constitutes a real motoring aid and is an important safety factor.

Driving nowadays demands great visual concentration on the road and can leave little time for reading instruments. If there is a traffic problem or bad weather, especially at night, eyes tire and your attention is distracted by outside events. The warning lights may prove incapable of alerting the driver instantaneously. The spoken word can then take over very effectively.

The Renault 25 messages are short and relevant, dealing with:

Oversights: handbrake left on, bonnet or boot left open (from 9 mph), lights left on. Prior warnings: lighting defect (side lights, rear number plate light, brake lights, etc. 6 checks), minimum fuel level, worn brake pads. At the same time as the orange «Service» light and the corresponding tell-tale lights on the dashboard flash on, messages state the reason for the advance warning.



Warnings: abnormal drop in oil pressure, engine temperature too high, electrical system faulty, failure of brake circuit. This time the red light together with the relevant tell-tales on the dashboard flash on. The message advises stopping the car immediately and provides guidance on what action to take. For example, if the engine is overheating and oil pressure is normal, it advises against starting the engine up again. When the Renault 25 speaks to you it's certainly worth listening. The advice is good.

a luxury: the on-board computer. A permanent collector of data and an untiring calculator, it displays on its liquid crystal display in the centre of the dashboard, the following information:



Instrument cluster (GTX).

The amount of fuel left in the tank, permanently displayed. The following are displayed on request in a loopform: touring range, distance covered, average speed in relation to a point 0 which can be updated at any given time, and average fuel consumption. With this information, you can detect malfunctions, adopt a more objective approach to driving and plan the stops on your journey (average speed, range, etc.). It is a driving aid you become very quickly used to consulting.

THE ON-BOARD COMPUTER- AN UNTIRING CALCULATOR

The Renault 25 GTX offers what, in conventional car design is still considered

HEATING/VENTILATION

Over 7000 hours of study have made it possible to equip the Renault 25 with an advanced heating system on par with its



other equipment. It has been achieved by combining the advantages of air blending with a sophisticated layout. The Renault 25 heating and ventilation system is:

1. POWERFUL. By tripling the airflow from the blower, the heating power available as a standard feature on all Renault 25 versions is equivalent to that previously reserved for the special cold climate option. An additional advantage is the ultra-rapid demisting and defrosting of the windscreen and side windows.

2. SENSITIVE TO DRIVING CONDITIONS. The radiator is designed to constantly supply the same maximum heat, whatever the engine speed. As flow is controlled by an electric fan and the fresh air boost is practically independent, car speed has no effect on temperature (provided the windows are closed, of course).



Heater control unit.

3. EASY TO SET. As heated air is always available at the highest temperature, it simply means adding fresh air as required to obtain exactly the right temperature blend. The variation is immediate, smooth and progressive.

4. UNIFORM DISTRIBUTION OF AIR. The vents are so arranged for the rear seats that they provide an even distribution of air from the heater. The rear passengers also have 2 adjustable fresh air vents available to them on the V6 models.

5. SIMPLE TO OPERATE. The controls are incorporated into the centre of the dashboard and include 3 thumb wheel switches (temperature, distribution, main on/off switch and the 4 speed fan). Symbols above each wheel clearly illustrate their role.



RENAULT 25 V6 INJECTION AUTOMATIC

2664 cc - 144 bhp DIN.

V6 petrol engine, 2664 cc.

K-Jetronic fuel injection.

Max. power: 144 bhp DIN at 5500 rpm.

Max. torque: 22.4 mkg DIN at 3000 rpm.

Automatic transmission. Top speed

123 mph.



Renault 25 V6 Injection instrument panel.



The front seat layout gives clear visibility for rear passengers.

The V6 versions of the Renault 25 are at the top end of the executive car market incorporating the ultimate in motoring luxury and high speed touring.

Attention has been paid to every detail to provide a high level of equipment which is not only refined and luxurious but also includes the latest advantages offered by electronics.

For instance, the cruise control on the Renault 25 V6 Injection is operated by touch buttons on the leather covered steering wheel. This electronic control system is a very useful aid for motorway driving. The front seat adjustment

controls are electric. Integrated into the central console, they control fore and aft movement and the reclining angle. The interior design of the Renault 25 gives as much comfort to rear seat passengers as to the driver and front passenger. Sit back in the wide rear seat, where the armrest can be folded up to make room for a 5th passenger. The front seats do not obstruct the view and therefore the rear seat passengers are not just restricted to a side view of the landscape. All that was entailed was to move the front seats a few centimetres to give more space in the car interior, both at the front and the rear.



On the right of the driver a small central control unit, recessed in the door, groups all the switches together: electric window controls for all four doors, a «one touch» flick switch allowing the driver to lower or raise his window without having to keep a finger on the switch (very useful for toll gates, etc.), a system which locks the electric windows at the rear (for child



Automatic transmission selector.

safety) as well as electrically operated and heated door mirrors.

REMOTE CONTROL CENTRAL DOOR LOCKING

Locking of all 4 doors plus tailgate and fuel cap is operated simultaneously from the driver's door lock. This function can also be operated by remote control using an infra-red electronic system.



Front centre armrests with switches for electric front seat adjustment.



Control panel on driver's armrest.

Rear passenger compartment.





Renault 25 V6 Turbo rev. counter incorporating Turbo gauge.

RENAULT 25 V6 TURBO

V6 petrol engine, 2458 cc.

Renix integral electronic fuel injection.
Max. power: 182 bhp DIN at 5500 rpm.
Max. torque: 28.6 mkg at 3000 rpm.
5 speed gearbox. Top speed + 140 mph.



Aircraft type swivel interior light on roof console and central sun visor.

HIGH FIDELITY SOUND

Integral Philips stereo radio cassette equipment is a standard fitment on all the Renault 25 V6 models and is optional on the GTS and GTX models. As befits the quality of the Renault 25, it is of a very high standard and has the following functions:

- An audio unit located in the central console comprising: a radio tuner featuring a frequency synthesiser and a micro-computer which in M.C.C. mode, automatically tunes into the strongest FM station - 3 wave bands MW/LW/FM station - 6 station presets per wave band plus 6 in M.C.C. mode electronic auto-search.
- An auto-reverse tape deck with «Dolby» and «Metal Tape» buttons.
- A4 x 20 Watt Hi-Fi stereo amplifier.
- An equaliser which enables fine tuning to suit everyone's taste and hearing.
- 2 tweeters on the dashboard plus 4 speakers placed around the car interior giving better distribution of sound.
- A control unit located in the centre of the dashboard which includes a liquid crystal display for the clock, outside temperature, reception frequency and a series of push buttons to operate the radio.
- A remote control facility near the steering wheel which allows the driver to adjust the volume, treble and bass on the front and rear speakers and select frequency, without taking his hands off the wheel.

The Renault 25 V6 Injection Automatic and the 25 V6 Turbo have the same electronic equipment as the GTX range including: Voice synthesiser. This facility points out oversights and delivers advance warning and warning messages. It incorporates test, cancel and repeat functions (see previous pages).



Stereo radio controls.

Trip computer: (See previous pages). It comprises 2 digital displays built into the dashboard: 1. Digital fuel gauge. 2. Average fuel consumption, distance covered, touring range and average speed.



Digital display: time - outside temperature - radio frequency.



Dual radio control near steering wheel.



A WORLD OF LUXURY

Luxurious equipment, spacious interior, high level of driver and passenger comfort, refined and highly equipped... The Renault 25 V6 Turbo joins a well established motoring class, those cars at the very top end of the market, incorporating the ultimate in motoring comfort and high speed touring. The Renault 25 V6 Turbo's new engine has been developed to the point of perfection. Its effortless driving characteristics imply: silence, flexibility, smoothness...

The electronics system also plays an important part in a variety of functions within the Renault 25 V6 Turbo. The system controls the car's computer, voice synthesiser, remote control locking of the doors, boot and fuel filler cap, electric front and rear windows incorporating a «One touch» switch on the driver's window, electrically assisted closure of the tailgate, electric steel sunroof and optional air-conditioning, etc. This is an electronics system which is both informative and obedient - in short, the electronics of harmony.

A world of refinement enhanced by attention to detail: adjustable leather covered steering wheel for height, centre armrests plus armrests in recessed door panels, rear courtesy lights, map reading lights for the passengers, rear console with adjustable air vents, cigar lighter and electric window controls, digital clock with external temperature and radio frequency displays, digital fuel gauge...



Renault 25 V6 Turbo interior.

Electrically operated and heated door mirror.



RENAULT 25 EQUIPMENT

EXTERIOR FEATURES

	GTS	GTS Auto	GTX	GTX Auto	V6 I Auto	V6 Turbo
Front and rear wrap-around polyester bumpers (colour-keyed on V6 Turbo)	•	•	•	•	•	•
Black rubber inserts in bumpers with built-in front side indicators	—	—	—	—	•	•
Bodyside mouldings	—	—	—	—	—	•
Side polyester bumper shields	•	•	•	•	•	—
Front and rear spoilers	•	•	•	•	•	•
4 - Turbine style - light alloy wheels with 205/60 R 15 V ultra low profile tyres	—	—	—	—	—	•
4 light alloy wheels with 195/60 R 15 H ultra low profile tyres	—	—	•	•	•	—
Rectangular halogen headlamps (H4)	•	•	•	•	—	—
Twin rectangular halogen headlamps (H4 & H1)	—	—	—	—	•	•
Headlamp wash	—	—	—	—	—	•
Reversing lights and rear fog lamp	•	•	•	•	•	•
Indicator side repeaters	•	•	•	•	•	•
Remote control driver and passenger door mirrors	•	•	•	•	—	—
Electrically operated driver and passenger door mirrors (body coloured on V6 Turbo)	—	—	—	—	•	•
Laminated windscreen and heated rear window	•	•	•	•	•	•
Tinted glass	—	—	•	•	•	•
Rear screen wiper	•	•	•	•	•	•

INTERIOR FEATURES

Power assisted steering	•	•	•	•	•	•
Steering wheel adjustable for height	•	•	•	•	•	•
Leather covered steering wheel	—	—	—	—	•	•
Inertia reel seat belts at front	•	•	•	•	•	•
Rear inertia reel seat belts centre lapstrap	•	•	•	•	•	•
Reclining front seats with adjustable front head restraints	•	•	•	•	•	•
Electrically adjustable front seats (fore/aft and backrest recline)	—	—	—	—	•	•
Folding rear seat with centre armrest	•	•	•	•	•	•
Front centre armrests	—	—	•	•	•	•
Door armrests with pocket compartment	•	•	•	•	•	•
3 retractable grab handles	•	•	•	•	•	•
Carpeted throughout (incl. lower doors and boot carpet)	•	•	•	•	•	•
Velour upholstery (striped on V6 Turbo)	•	•	•	•	•	•
Integrated rear seat head restraints	—	—	•	•	•	•
Aircraft type swivel interior light on roof console and central sun visor	•	•	•	•	•	•
Delayed - switch off - courtesy lights - 2 rear map reading lights	—	—	—	—	•	•
Central console with ash-tray, cigar lighter and coin rack	•	•	•	•	•	•
Illuminated glove box (lockable from V6I) - Boot light	•	•	•	•	•	•
4 - speed ventilation system with rear air ducts	•	•	•	•	•	•
Rear console with adjustable air vents	—	—	—	—	•	•
Internal headlamp beam adjustment - Dipping rear view mirror	•	•	•	•	•	•
2 - speed windscreen wipers with intermittent facility	•	•	•	•	•	•
In-car entertainment	•	•	•	•	•	•
Rheostat for dashboard light intensity - Fluorescent needles	•	•	•	•	•	•
Electronic rev counter (inc. Turbo pressure gauge on V6 Turbo) - Trip meter	•	•	•	•	•	•
Oil level (+ pressure as from GTX) and water temperature gauges	•	•	•	•	•	•
Low fuel level warning light	•	•	•	•	•	•
Windscreen washer fluid low level warning light	•	•	•	•	•	•
- Service - (orange) - Stop - (red) warning lights	•	•	•	•	•	•
- Headlamps on - warning buzzer	•	•	•	•	•	•
Voice synthesiser (reminders, early warnings, warnings)	—	—	•	•	•	•
Digital clock with external temperature display (+ radio frequency on V6I and V6 Turbo)	•	•	•	•	•	•
Electric front windows	•	•	•	•	—	—
Electric front and rear windows	—	—	—	—	•	•
One-touch open/close switch on driver's front window	—	—	—	—	•	•
Central door locking (4 doors, rear tailgate and fuel filler cap)	•	•	•	•	•	•
Remote control door locking	—	—	•	•	•	•
Electrically assisted closure of the rear tailgate	—	—	—	—	•	•
Trip computer and digital fuel gauge	—	—	•	•	•	•
Cruise control	—	—	—	—	•	—
Dual high frequency horn	—	—	—	—	•	•
5-speed gearbox	•	—	•	—	—	•

OPTIONS

Supergloss/metallic paint (or Black paint on V6 Turbo)	•	•	•	•	Standard	Standard
Electric steel sunroof	•	•	•	•	Standard	Standard
Equipment Pack (tinted glass, remote control locking, rear head restraints)	•	•	—	—	—	—
Philips stereo/radio cassette player (4 x 20 W Hi-Fi amplifier - tuner - equaliser - 6 speakers) with dual radio control	•	•	•	•	Standard	Standard
Air conditioning	—	—	•	•	•	•
Leather upholstery	—	—	—	—	•	•
Bosch A.B.S.	—	—	•	•	•	Standard

• = Standard — = Not available

TECHNICAL SPECIFICATIONS - 1987 MODEL YEAR

RENAULT 25 VERSIONS	GTS	GTS Automatic	GTX	GTX Automatic	V6 Injection Automatic	V6 Turbo
4 - door saloons with rear tailgate, 5 seats. Front wheel drive, longitudinally mounted engine, all steel chassis/body.						
WEIGHTS						
Kerb weight	2546 lbs (1155 kgs)	2623 lbs (1190 kgs)	2646 lbs (1200 kgs)	2612 lbs (1185 kgs)	2844 lbs (1290 kgs)	2921 lbs (1325 kgs)
Gross vehicle weight	3505 lbs (1590 kgs)	3505 lbs (1590 kgs)	3605 lbs (1635 kgs)	3571 lbs (1620 kgs)	3814 lbs (1730 kgs)	3891 lbs (1765 kgs)
Towing weight (braked)	2888 lbs (1310 kgs)	2888 lbs (1310 kgs)	2976 lbs (1350 kgs)	2976 lbs (1350 kgs)	3505 lbs (1590 kgs)	3307 lbs (1500 kgs)
Towing weight (unbraked)	1235 lbs (560 kgs)	1268 lbs (575 kgs)	1323 lbs (600 kgs)	1301 lbs (590 kgs)	1422 lbs (645 kgs)	1455 lbs (660 kgs)
DIMENSIONS						
Overall length	182.0 ins (4623 mm)	182.0 ins (4623 mm)	182.0 ins (4623 mm)	182.0 ins (4623 mm)	183.0 ins (4649 mm)	185.0 ins (4700 mm)
Overall width	69.8 ins (1772 mm)	69.8 ins (1772 mm)	69.8 ins (1772 mm)	69.8 ins (1772 mm)	69.8 ins (1772 mm)	69.8 ins (1772 mm)
Overall height	55.3 ins (1405 mm)	55.3 ins (1405 mm)	55.3 ins (1405 mm)	55.3 ins (1405 mm)	55.3 ins (1405 mm)	55.3 ins (1405 mm)
Shoulder width at front	61.4 ins (1560 mm)	61.4 ins (1560 mm)	61.4 ins (1560 mm)	61.4 ins (1560 mm)	61.4 ins (1560 mm)	61.4 ins (1560 mm)
Shoulder width at rear	60.2 ins (1530 mm)	60.2 ins (1530 mm)	60.2 ins (1530 mm)	60.2 ins (1530 mm)	60.2 ins (1530 mm)	60.2 ins (1530 mm)
ENGINE						
	4 cylinders in line. Overhead camshaft. Twin choke carburettor.	4 cylinders in line. Overhead camshaft. Twin choke carburettor.	4 cylinders in line. Overhead camshaft. Renix electronic injection.	4 cylinders in line. Overhead camshaft. Renix electronic injection.	6 cylinders in vee. Overhead camshaft. K-Jetronic injection.	6 cylinders in vee. Garrett T3 Turbo compressor. Renix electronic injection.
Capacity (cc)	1995	1995	2165	2165	2664	2458
Bore/stroke (mm)	88 x 82	88 x 82	88 x 89	88 x 89	88 x 73	91 x 63
Compression ratio	9.2:1	9.2:1	9.9:1	9.9:1	9.2:1	8.6:1
Power kW ISO	74	74	91	91	104	133
bhp DIN	103	103	126	126	144	182
at revs/min	5500	5500	5250	5250	5500	5500
Torque Nm ISO	158	158	185	185	215	280
mkp DIN	16.5	16.5	19.5	19.5	22.4	28.6
at revs/min	3000	3000	2750	2750	3000	3000
Cooling fan	Electric	Electric	Electric	Electric	Electric	Electric
GEARBOX						
Number of forward gears	5	3	5	3	3	5
BRAKING Servo-assisted, hydraulically operated (in X) with two separate circuits and load sensitive pressure limiter. Handbrake acts on rear wheels. Bosch A.B.S. : standard on V6 Turbo, optional on GTX and V6 Injection. All versions : Ventilated Discs at front, Drums at rear (Plain Discs on V6 Injection, V6 Turbo).						
SUSPENSION Independent on all four wheels. Front negative steering geometry and pitch control. Front and Rear : Helicoidal springs (rear ones with variable flexibility). Telescopic hydraulic shock absorbers, Anti-roll bars.						
STEERING Rack and Pinion. Power-assisted on all versions.						
Number of wheel turns lock to lock	3	3	3	3	3	3
Turning circle between kerbs	35.4 ft (10.8 m)	35.4 ft (10.8 m)	35.4 ft (10.8 m)	35.4 ft (10.8 m)	35.4 ft (10.8 m)	35.4 ft (10.8 m)
TYRES						
	185/70 R 14 T	185/70 R 14 T	195/60 R 15 H	195/60 R 15 H	195/60 R 15 H	205/60 R 15 V
ELECTRICS						
Ignition	Electronic	Electronic	Electronic (integrated into inj. control box)	Electronic (integrated into inj. control box)	Transistorised	Electronic (integrated into inj. control box)
Battery (Ah/A)	50-250	50-250	50-250	50-250	50-250	50-250
Alternator (A)	60	60	70 (105 with Air Cond.)	70 (105 with Air Cond.)	90 (105 with Air Cond.)	90 (105 with Air Cond.)
CAPACITIES						
Luggage capacity	15.6 to 43.7 cu. ft. (0.4 m ³) to 1.2 m ³)	15.6 to 43.7 cu. ft. (0.4 m ³) to 1.2 m ³)	15.6 to 43.7 cu. ft. (0.4 m ³) to 1.2 m ³)	15.6 to 43.7 cu. ft. (0.4 m ³) to 1.2 m ³)	15.6 to 43.7 cu. ft. (0.4 m ³) to 1.2 m ³)	15.6 to 43.7 cu. ft. (0.4 m ³) to 1.2 m ³)
Petrol tank	15.8 galls (72 lts)	15.8 galls (72 lts)	15.8 galls (72 lts)	15.8 galls (72 lts)	15.8 galls (72 lts)	15.8 galls (72 lts)
PERFORMANCE						
0-62 mph (0-100 kph)	11.5 secs.	12.7 secs.	10.3 secs.	11.5 secs.	11.3 secs.	7.7 secs.
Maximum speed	114 mph (182 kph)	111 mph (178 kph)	123 mph (197 kph)	121 mph (193 kph)	123 mph (196 kph)	+140 mph (+225 kph)
FUEL CONSUMPTION						
At constant 56 mph (90 kph)	49.6 mpg (5.7 lts)	44.8 mpg (6.3 lts)	45.6 mpg (6.2 lts)	42.2 mpg (6.7 lts)	34.5 mpg (8.2 lts)	41.5 mpg (6.8 lts)
At constant 75 mph (120 kph)	37.2 mpg (7.6 lts)	34.5 mpg (8.2 lts)	35.8 mpg (7.9 lts)	34.9 mpg (8.1 lts)	28.8 mpg (9.8 lts)	31.7 mpg (8.9 lts)
Urban cycle	26.9 mpg (10.5 lts)	25.7 mpg (11.0 lts)	25.0 mpg (11.3 lts)	25.0 mpg (11.3 lts)	19.5 mpg (14.5 lts)	21.9 mpg (12.9 lts)

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PARTS

The Renault Parts service is organised by computer to ensure that parts for Renault models are readily available anywhere in Europe. Every dealer must carry a comprehensive range of parts sufficient to

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THE RENAULT WARRANTY

The Renault Warranty covers parts and labour charges for one year, with unlimited mileage. It includes the repair, overhaul or replacement of any parts found to be unserviceable due to defects in the original manufacture or assembly of the car. This work may be carried out by any Renault Dealer or Service Point in the U.K. and the Warranty is transferable during the 12 month period.

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