

PEUGEOT 205 GTI



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HISTORY

The 205 GTI 1.6l was launched in 1984 with an engine of 1580 cc providing an output of 105 hp. To compensate the lack of power versus the competitors, PTS (Peugeot Talbot Sport) has developed a kit at the beginning of 1985 in order to increase the output from 105 to 125 hp.

Olivier Pasquet who owns one of these 125 hp 205 GTI was very kind to scan and send me the sale [brochure](#) of this PTS kit.

In 1986, the engine output increased to 115 hp, always with the same 1580 cc. A convertible version badged 205 CTI also appears this same year. It is only in 1987 that a new 1905 cc engine with an output of 130 hp appears. Called 205 GTI 1.9l this version will be the reference of the small sports car at the end of the Eighties. In 1988, all 205 will be fitted with a new dashboard. A slight restyling will be operated in 1991 concerning primarily front and rear lights.

The new anti-smoke law will cause the death of the GTI in 1993 since the 1.6l version will disappear from the Peugeot catalogue whereas the version 1.9l sees its output decreased from 130 to 122 hp. Production of the 1.9l version will be definitively stopped in 1996. 332,942 GTI have been produced between 1984 and 1996.

Badge	Years	Capacity	Max. power	Manufacturer code
205 GTI 1,6	84 - 86	1580 cc	105 hp / 75 kW	741C66
205 GTI 1,6	86 - 06/87	1580 cc	115 hp / 85 kW	741C66
205 GTI 1,6	07/87 - 92	1580 cc	115 hp / 85 kW	20CB62
205 GTI 1,9	02/86 - 06/87	1905 cc	130 hp / 96 kW	741C86
205 GTI 1,9	07/87 - 07/92	1905 cc	130 hp / 96 kW	20CD62
205 GTI 1,9 "export"	????	1905 cc CAT	105 hp / 75 kW	20CDF2
205 GTI 1,9	07/92 - 96	1905 cc CAT	122 hp / 90 kW	20CDK2
205 CTI	03/86 - 06/87	1580 cc	115 hp / 83 kW	741B66
205 CTI	07/87 - 06/92	1580 cc	115 hp / 83 kW	20DB62
205 CTI	07/92 - 96	1905 cc CAT	105 hp / 75 kW	20DDF2

Serial number : VF3XXXXXX00000000

XXXXXX is the manufacturer code

Instrument cluster
1988-1996

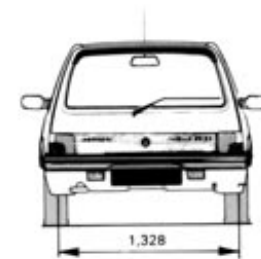
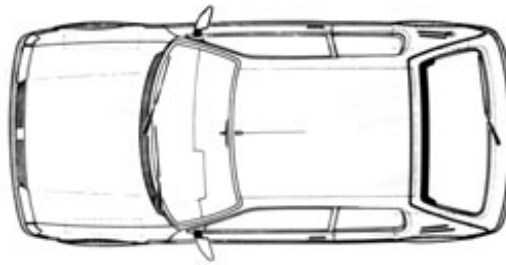
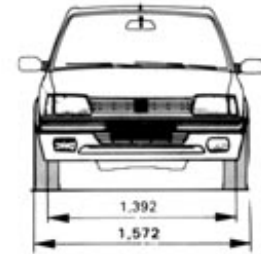
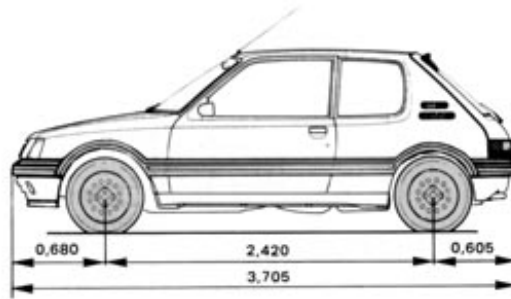


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SPECIFICATION

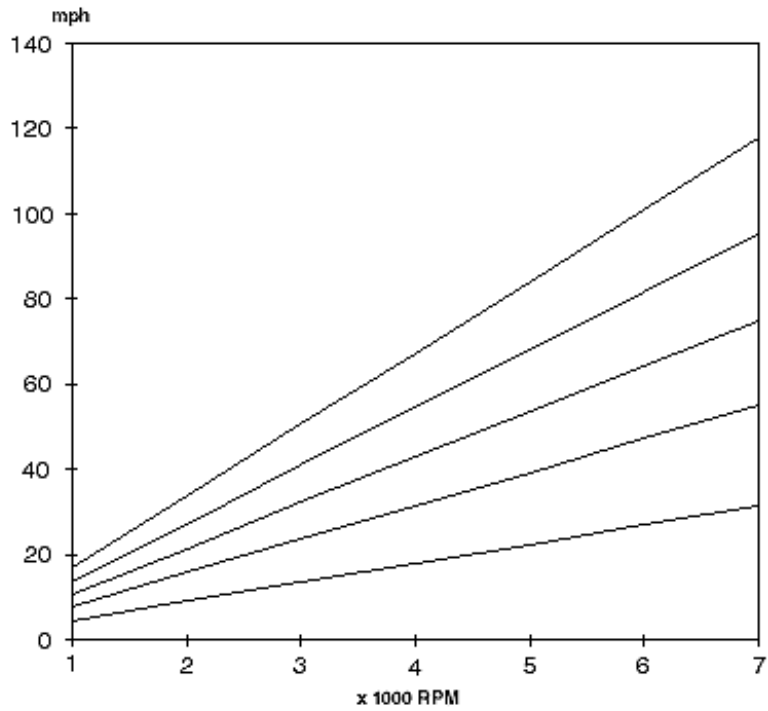
(1.6 model - 91')

badge	205 GTI 1.6
model code	20CB62
engine	XU5JA 1,580 cc in line four cylinders, 8 valves
max. power	115 hp (83 kW) at 6,250 rpm
max. torque	96.62 lb ft at 4,000 rpm
gearbox	5 speed manual (BE 3/5)
brakes	front : ventilated discs rear : drums
tires	185/60 HR 14 (originally) 195/50 VR 15 (now)
overall fuel consumption	28.3 mpg
kerb weight	850 kg



BE 3/5 gearbox

Ratios		Theoretical speed in mph (RPM)							
		1000	2000	3000	4000	5000	6000	7000	
1	3.251	4.97	9.94	14.91	19.87	24.84	29.81	34.78	
2	1.850	8.73	17.46	26.19	34.93	43.66	52.39	61.12	
3	1.360	11.88	23.75	35.63	47.51	59.39	71.26	83.14	
4	1.069	15.11	30.22	45.33	60.44	75.55	90.66	105.77	
5	0.865	18.67	37.35	56.02	74.70	93.37	112.05	130.72	
Reverse	3.333	4.85	6.69	14.54	19.39	24.23	29.08	33.93	
Final drive	4.063								



Original alloy wheel

Size	5,5 x 14
PCD	4 x 108
Offset	ET 25
Bore diameter	65.1 mm
Bolt	12 x 125

Performance figures

Maximum speed	122 mph
Standing-1000 m	30.5s
0-100 km/h	9.1s
80-120 km/h in 5th gear	13.7s

Sources : Action Automobile et Touristique n°338

Retailed price for 1991 model year :

87,450 FF 15,900 USD

Options list :









Power steering	3,123 FF	570 USD
Anti block system	5,661 FF	1,030 USD
Manual sliding roof	2,928 FF	530 USD
Air conditioning (not compatible with power-steering)	8,159 FF	1,480 USD
Power windows	2,538 FF	460 USD
Center locking system with IR remote	4,880 FF	890 USD
Leather upholstery	4,880 FF	890 USD
Metalic paint	1,464 FF	270 USD
Black paint	781 FF	140 USD

based on 1USD=5.50FF

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MODEL YEAR

To avoid buying a 205 GTI rebuilt after a theft or an accident, you must look for the following points :

Gearbox	 <p>BE 1/5 before 90</p>	 <p>BE 3/5 after 90</p>
Dashboard and steering wheel	2 spoke steering wheel linear heater command before 88	3 spoke steering wheel rotary heater command after 88
Interior trim panels	dark grey before 91	black after 91
Rear brakes	drums on 1.6l	discs on 1.9l
Rear view mirror	 <p>round base before 88</p>	 <p>rectangular base after 88</p>
Front indicators	 <p>orange before 91</p>	 <p>crystal after 91</p>
Rear lights	 <p>red / orange / white before 91</p>	 <p>red / black after 91</p>
Reverse light	in the rear light unit before 91	in the rear bumper after 91
Rear spoiler	rectangular ends glued on the window before 88	rounded ends screwed on the hatchback after 88
Rear safety belts	manual before 91	automatic after 91

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COLORS

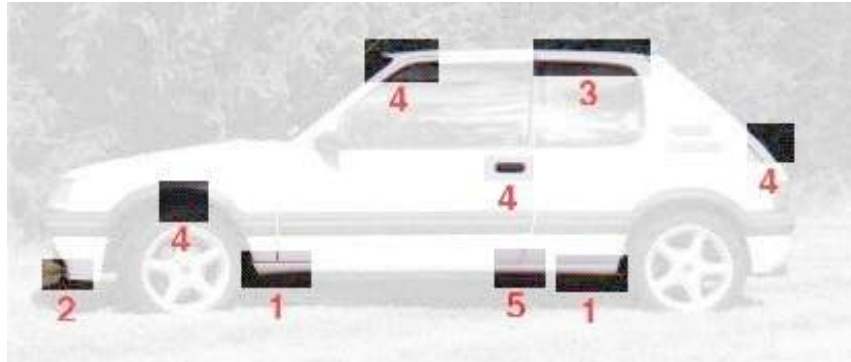
Body	Carpet	Seats
Varnished white (blanc meije)	red	grey / red or optional gray leather - before 91 black / red or optional black leather - after 91
Varnished black	red	grey / red or optional gray leather - before 91 black / red or optional black leather - after 91
Varnished red (rouge vallelunga)	red	grey / red or optional gray leather - before 91 black / red or optional black leather - after 91
Metallized dark gray (gris magnum)	red	grey / red or optional gray leather - before 91 black / red or optional black leather - after 91
Metallized light gray (gris graphite)	red	grey / red or optional gray leather - before 91 black / red or optional black leather - after 91
Metallized blue-gray (gris futura) before 88	red	grey / red or optional gray leather
Metallized blue (bleu miami) after 91	red	black / red or optional black leather
Metallized dark green (vert sorrento) after 91	green	black / dark green or optional black leather
Metallized light green (vert fluorite) Limited edition 205 GTI 1.9i GRIFFE	grey	black leather, green sewing

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GUIDELINES

It's getting more and more difficult to find a 205 GTI in good condition, never accidented nor "customised" with more or less good taste (often with very bad taste). This page aims to help you making the best choice.

How to detect accident



An attentive examination of the body will make possible to detect traces of accidents :

1. frame straightening : try to locate any print of frame straightener on body, close to lifting points
2. towing eye located on the left front bumper : after an accident, the towing eye is often missing or damaged
3. cracks on the body, close to the rear side windows, into the small groove : a much important crack shows the body has suffered from an accident or too hard shock absorbers. The original groove should not be filled with cement
4. traces of painting on windows seals and shock absorbers : seals are hardly removed in order to shorten time of painting job
5. cracks on the body between lower body and rear fender

Look carefully the whole body paint under the sun in order to see sanded down area under the paint

Checking the mileage

It's quite common to find 205 with "renovated" meters. But it's very difficult to check the mileage.

Ask for as many maintenance invoice as possible and study them carefully. A 205 GTI with 62,000 miles must be in perfect condition.



The instrument panel should not present any trace of disassembling. When holding firmly the instrument panel, it should not shake. Check the torx screw by the small hole at the left of the instrument cluster : if the screw is missing or has been replaced by another kind of screw, the instrument cluster has been removed and not well put back.

Try to locate any fingerprint into the instrument cluster.

I like - I don't like

I like - I don't like

😊 Parts easy to find
Good handling

😞 "cheap" interior
Low quality paint

BASIC MAINTENANCE

The 205 GTI is easy to maintain. It is compulsory to have revue technique ETAI (very complete) and manuel HAYNES (more didactic) before beginning. Indications below make only supplement of these handbooks.

Always buy parts from well known brands (like PURFLUX, BOSCH, VALEO, CHAMPION...) or genuine PEUGEOT parts to avoid troubles.

Engine oil change + filter

Use semi-synthetic oil or 100% synthetic oil. Change oil every 3,100 mi or max 4,600 mi.



A 8 mm square wrench will be necessary as well as an oil filter wrench. The oil filter is located in front of the engine, between the engine and the radiator.



7x15 Dial Aventura alloy wheel
Derok cross-drilled rotors

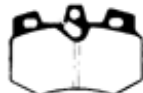
Front brake pads and rotors

The 205 GTI 1.6l are fitted with Bendix disc brake. (be careful to no take Girling brake pads at the time of purchase)

It's compulsory to remove brake caliper in order to change rotors. In case of replacement with cross-drilled rotors, be careful to put them on the right side (check the indication on the rotor) !



205 GTI 1.6-1.9 front
Bendix caliper



205 GTI 1.6 front
Girling caliper



205 GTI 1.9 front
Girling caliper



205 GTI 1.9 rear
Bendix caliper



Fuel filter

Fuel filter is the metal cylinder screwed close to the right strut mount area in the engine compartment. It must be changed every 50,000 mi.

Use new washers if necessary (peugeot part number 1562.56) when installing the new fuel filter.

Brake fluid

Brake fluid absorbs moisture that makes it lose its efficiency and involves internal corrosion of the brake system. It must be replaced every 2 years or 25,000 mi. It is better to use a DOT 5 fluid having a higher boiling point.

Manual bleeding is easy with 2 persons : one under the car and the other pumping on the pedal. The bleeding order is : right-rear, left-rear, right-front, left-front, clutch. Having an ABS system, one should pump on the pedal at least ten times before seeing clean brake fluid.

Wipe carefully brake fluid which is very corrosive on painted surface. Plan to use one can of 0.5l brake fluid.



Engine coolant

Engine coolant must be replaced every 2 years or 25,000 mi to avoid a clogged radiator or an engine overheat.

Be careful to not break the plastic made coolant drain plug under the block cylinder (Peugeot part #1336.65)

Cleaning rear drum brakes

Rear drum brakes should be inspected and cleaned every 25,000 mi.

Raise the rear of the car, release the parking brake and remove rear wheel. Gently remove wheel bearing cover with flat screwdriver. Unscrew hex nut (with a 32mm socket) and pull drums to remove it. Use a hammer if necessary.

If brake fluid is leaking from cylinders, it's compulsory to change the whole brake system : shoes and cylinders. It's unsafe to reuse shoes soiled with brake fluid.

Clean the inside with brake cleaner spray (be careful, dust can cause serious diseases). Wipe carefully. Use sandpaper on the brake shoes and the drum inside. Clean again with brake cleaner spray. Resurfacing brake drum if necessary.

Install the brake drum. It's better to put a new hex bolt. Tighten the bolt and use a hammer to block the bolt in the groove.



Remove the 2 retaining springs with a 90° rotation



Tilt the shoe



Remove parking brake cable



Check carefully for any brake fluid leak (under the dust boot)

Tires

205 GTI 1.6 is originally fitted with 185/60x14 tire. It's better to put 195/50x15 tire in order to improve handling and cost about the same. On the other hand, it's compulsory to buy new 15" rims.

Plastic panel trim

The best way to clean plastic panels is to use plain water, soap and a toothbrush. After, they look like new ; it's almost incredible. It's better than any other chemical product.

Feel free to send me an email : fredbrossaud@wanadoo.fr

WHEEL ALIGNMENT (1.6 89' and later only)

Height (on jacking points)

Front	171 mm
Rear	157 mm

Front wheel

Toe angle	$2,0 \pm 1.0 \text{ mm} / 0^{\circ}19' \pm 10'$
Camber	$0^{\circ} \pm 30'$
Caster	$3^{\circ}15' \pm 30'$
Kingpin inclination (no correction possible)	$10^{\circ}55' \pm 30'$

Rear wheel

Toe angle	$3,6 \pm 1.5 \text{ mm} / 0^{\circ}35' \pm 14'$
Camber (no correction possible)	$-0^{\circ}50' \pm 30'$

COST

If you wish to buy this kind of vehicle, here are some figures :

Purchase	from 10 to 35,000 FF	from 1,800 to 6,300 USD
Registration fee (average price in France)	1,328 FF	240 USD
Insurance	2,850 FF	518 USD

based on 1USD=5.50FF

All prices are Sale tax included (VAT - 20.6% in France). These are average prices in several shops.

Oil filter	Purflux LS868B	59 FF	11 USD
Front brake pads	Valéo L23	235 FF	43 USD
Front bearing	AP Locked WBK26	349 FF	63 USD
Rear bearing	AP Locked WBK27	349 FF	63 USD
Drum brakes kit (shoes+cylinders+springs)	AP Locked K146	569 FF	103 USD
Front disc	AP Locked BG2292	650 FF	118 USD
Timing belt + tensionner (parts and labour)	by PEUGEOT dealer	950 FF	172 USD
Tinted windshield	SOM2149	875 FF	159 USD
Headlight right or left	Valéo 84388 ou 84387	398 FF	72 USD
Tire 195/50 VR 15	Michelin PILOT SX GT	530 FF	96 USD

based on 1USD=5.50FF

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KNOWN PROBLEMS

Engine stall arriving at a red light : remove air intake duck between air flow sensor and throttle plate. Wipe dirt around throttle plate with solvent. Move throttle plate by hand and wipe dirt as deeply as possible.

Oil leak in the distributor housing : remove ignition distributor, disassemble impulse generator and carefully wipe oil with solvent. Change plastic seal (peugeot part #5933.60). This oil leak can cause starting difficulties.

Mayonnaise in oil filler cap : it's mostly due to short trips. Clean oil filler cap at each oil drain. After high mileage, remove grill in oil filler cap and clean with solvent.



Water leaking in trunk : remove the trunk's lock then put it back with silicon cement.

Noise in rear drivetrain : torsion bars rusted or worn training arms bearings.

Tilted rear wheels, excessive negative camber : change training arms bearings.

Blue smoke from the exhaust : change valve stem oil seal. Usually appears beyond 100,000 mi. It is possible to change them without removing the head which decrease the bill.

Window cranks are becoming increasingly hard : remove door interior trim panel then window regulator. Apply grease on differents gearings. Re-install window regulator and door interior trim panel.

"Bang" noise from front brake calipers when braking in reverse gear : remove brake caliper and change guiding pins (Peugeot part #4439.05).

Left part of the driver's bucket seat in bad shape : seat down exactly in the middle of the seat entering the car.

Moisture in headlights : The glass is coming unstuck. In the long term, the glass will fall down.



Broken tailgate panel : Side of the tailgate panel are prone to break.

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BOOKS



PEUGEOT 205 notice d'utilisation
Peugeot part # DCM 4070



PEUGEOT carnet d'entretien
Peugeot part # DCM 4096



PEUGEOT 205 essence moteurs 1.6 et 1.9
Revue Technique Automobile n°707

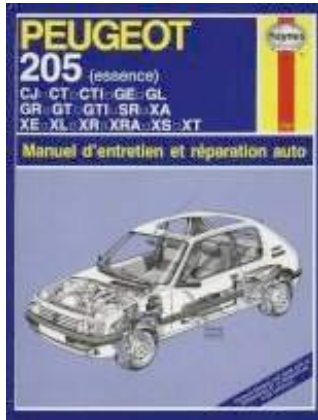
E.T.A.I.
ISBN 2-7268-7071-6



Very complete, very technical

Difficult for a beginner

Essential for any heavy mechanical repair



PEUGEOT 205 essence
Manuel d'entretien et réparation auto n°1767

HAYNES
ISBN 1-85960-043-3



Complete, very didactic, many pictures

Ideal for a beginner



MICROFICHES
Pièces de rechange
205 A partir AM 91

PEUGEOT



Pictures and references for all spare parts for 205 family



SPORTING PEUGEOT 205s

Dave Thornton

MOTOR RACING PUBLICATIONS
LIMITED

ISBN 1-899870-19-9



The best book about 205's.
Huge source of
information.

Absolutely compulsory.

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BROCHURES

Kit PTS 125hp



Source : Olivier Pasquet

Gamme 205



PEUGEOT 205
Model year 1989

148 mm x 210 mm
28 pages



PEUGEOT 205
Model year 1990

210 mm x 297 mm
8 pages



PEUGEOT 205
Model year 1992

210 mm x 297 mm
31 pages





EQUIPEMENTS PEUGEOT 205
06.90

210 mm x 297 mm
10 pages

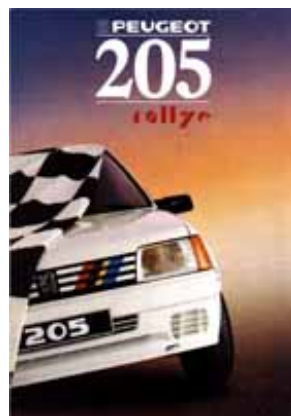


PEUGEOT TARIF 1992
Model year 1992
Invoice from 01 july 1991

120 mm x 190 mm
28 pages

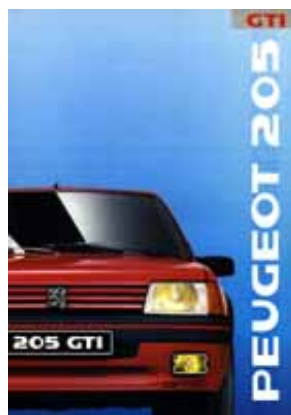


205 GTI / CTI / Rallye



PEUGEOT 205 RALLYE
Technical specification
equipements and options 1988

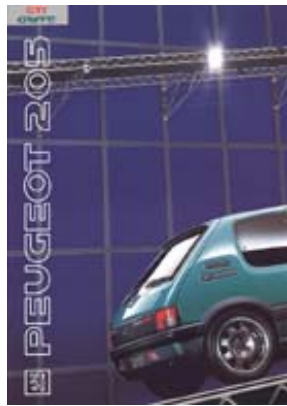
210 mm x 297 mm
6 pages



PEUGEOT 205 GTI
Technical specification
equipements and options 1989

210 mm x 297 mm
6 pages





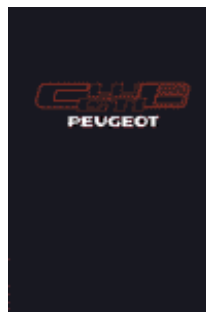
PEUGEOT 205 GTI GRIFFE
Technical specification
equipements and options 1991

210 mm x 297 mm
16 pages



PEUGEOT 205 CABRIOLET
Technical specification
equipements and options 1992

210 mm x 297 mm
6 pages



PEUGEOT CLUB GTI

145 mm x 210 mm
4 pages



PEUGEOT CLUB GTI
Membership

210 mm x 297 mm
1 sheet

