



THE
CAR OF
THE YEAR
1982

RENAULT 9

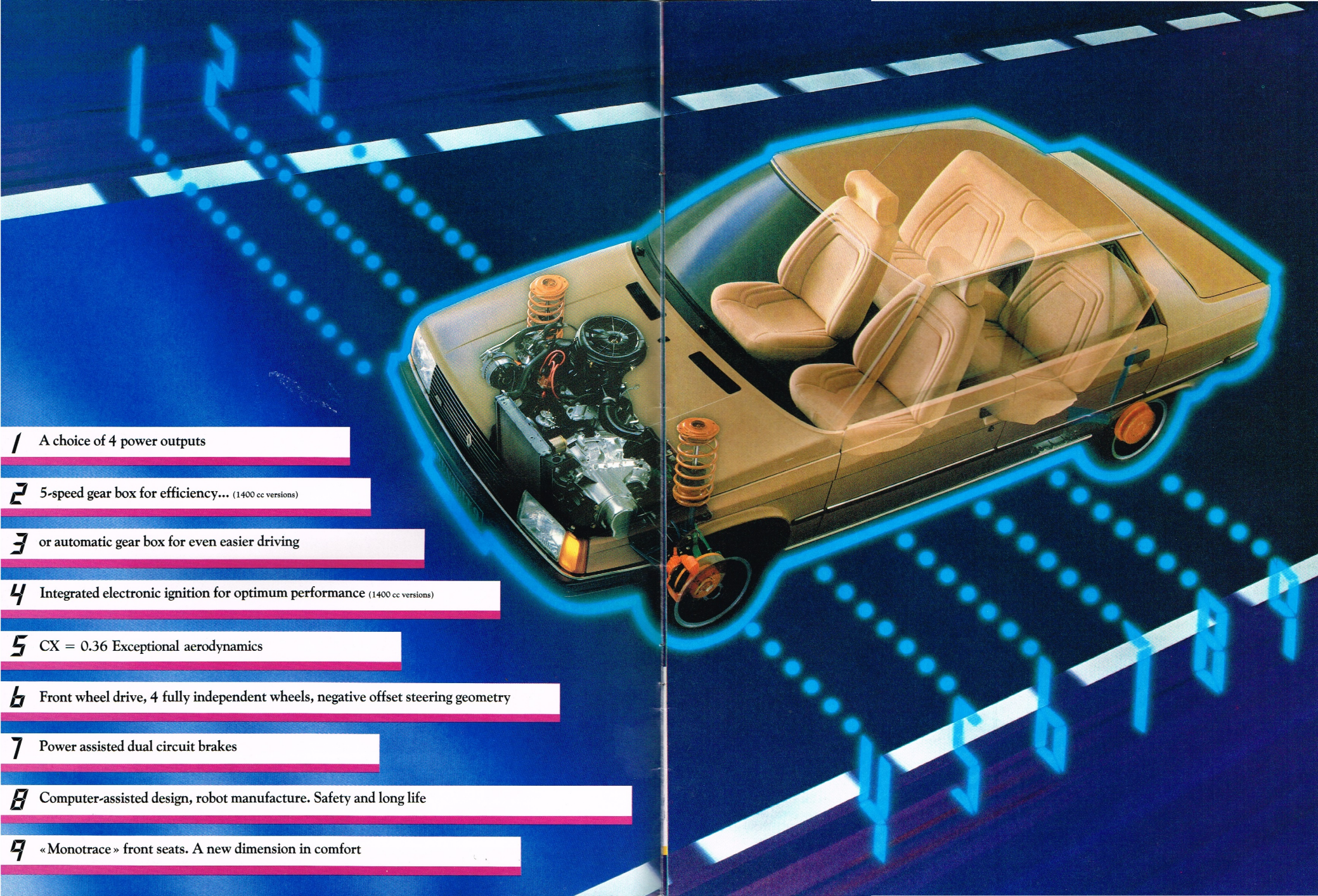


A NEW DIMENSION IN MODERN MOTORING

Beneath the purity of its lines, the Renault 9 has a combination of qualities which are so outstanding that a panel of 52 European journalists voted it «The Car of the Year 1982». Four engines of a very modern design with a 5-speed or automatic gearbox and integral

electronic ignition on the 1400 cc versions, power assisted brakes, aerodynamics, economy, road holding, five levels of equipment, comfort, reliability, safety, eight versions... The Renault 9 is not content merely with being beautiful.

Renault 9 TSE



1 A choice of 4 power outputs

2 5-speed gear box for efficiency... (1400 cc versions)

3 or automatic gear box for even easier driving

4 Integrated electronic ignition for optimum performance (1400 cc versions)

5 CX = 0.36 Exceptional aerodynamics

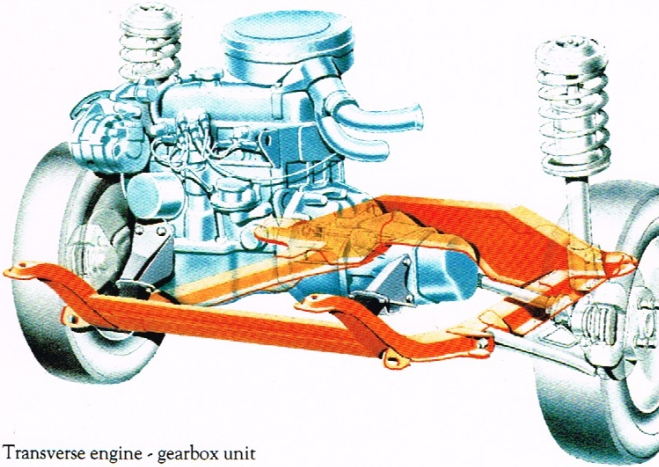
6 Front wheel drive, 4 fully independent wheels, negative offset steering geometry

7 Power assisted dual circuit brakes

8 Computer-assisted design, robot manufacture. Safety and long life

9 «Monotrace» front seats. A new dimension in comfort

A choice of 4 power outputs



Transverse engine - gearbox unit

The 1108 cc Renault 9 C and TC, the 1397 cc 43 kW ISO (60 bhp) Renault 9 TL, GTL and TLE, the 1397 cc (twin choke carburettor) developing 52 kW ISO (72 bhp DIN) fitted to the Renault 9 GTS and TSE the 1397 cc twin-choke carburettor 68 bhp (DIN) of the Renault 9 automatic... These four engines are mounted transversally with the gearbox fitted to the end of the crank shaft. They are the result of very modern technology: the new cylinder head design, and the shape of the exhaust and inlet manifolds, the circulation and combustion of air-petrol mixture ensure maximum efficiency at all engine speeds. All the secondary equipment on the engine (air filter, electric fan, water pump, radiator, starter, alternator...) has been made lighter without sacrificing strength in any way.

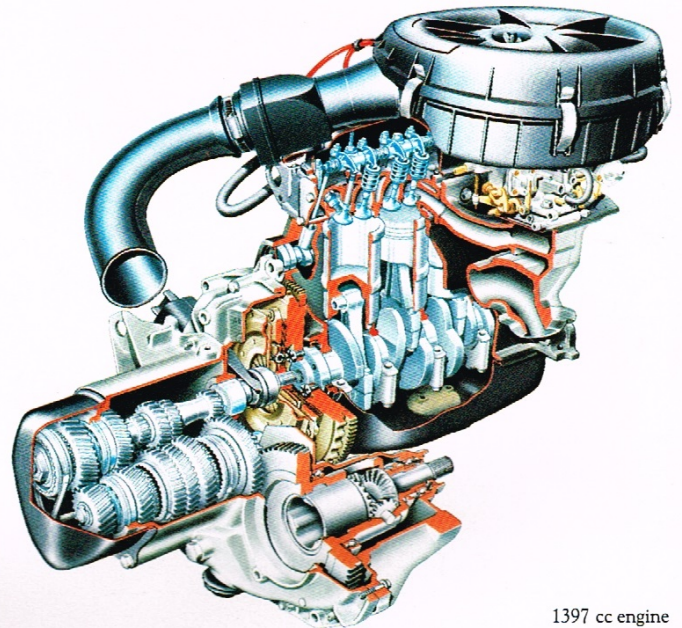
The result is there to be seen; with improved carburation the idling speed is reduced, which is particularly important for town use requiring less use of the choke (a great « consumer » of fuel) even in cold weather. In all traffic conditions, the fuel consumption of the Renault 9 is exceptionally low: at a constant 56 mph, the most powerful engine in the range, the 1397 cc twin choke version of the Renault 9 GTS and TSE, returns 52,3 mpg

Renault 9 GTS



at a constant 56 mph. As for the 1397 cc single choke version of the Renault 9 TL, GTL and TLE, this also returns 52.3 mpg of 2-star petrol at a constant 56 mph and 38.2 mpg in the urban cycle.

Renault 9 GTS

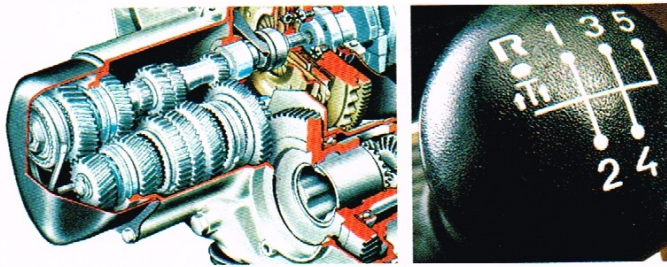


1397 cc engine



5-speed gearbox for efficiency...

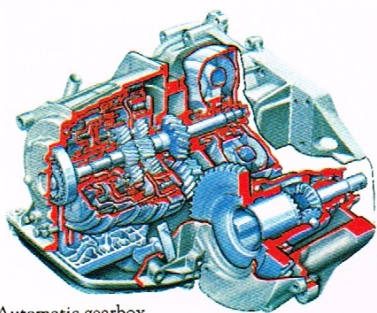
The 5-speed gearbox, fitted as standard equipment on the Renault 9 TL, GTL, TLE, GTS and TSE, enables you to take full advantage of their marvellous road efficiency. The well chosen ratios ensure that the maximum performance can be obtained from the engine without strain, giving a high top speed, acceleration, flexibility, but above all, low fuel consumption, long life and silence of operation. Even at high speeds on motorways, the



engine speed remains moderate. Moreover, the 5-speed gearbox, just like the 4-speed gearbox is placed end on to the transverse engine. This makes for not only more room and easier fitting, but it also makes maintenance a great deal easier.

3 ... Or automatic gearbox for even easier driving

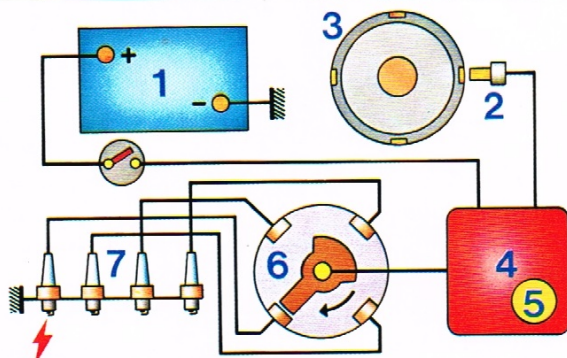
Congestion in towns, unending changes of speed, frustration... the automatic gearbox of the Renault 9, coupled with a 1397 cc engine with twin choke carburettor allows you to forget all the needless fatigue of driving. On the road, the car is responsive, fast, and changes down to increase power when required, for example, when you are overtaking. The engine always turns at its optimum speed. All worries disappear. Only one thing remains... the sheer pleasure of driving.



Automatic gearbox



4 Integrated electronic ignition for optimum performance



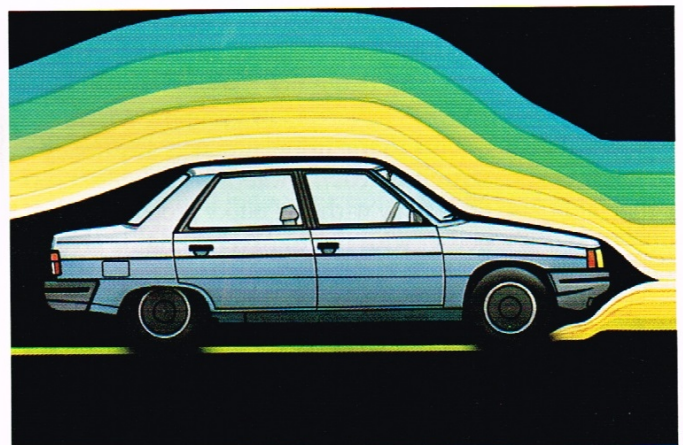
- Integrated electronic ignition.
- | | |
|---------------------|-----------------------------|
| 1. Battery | 4. Electronic box with coil |
| 2. Magnetic pick-up | 5. Manometric capsule |
| 3. Flywheel | 6. Distributor |
| | 7. Spark-plugs |

All the Renault 9s powered by the 1397 cc engine are equipped with integral electronic ignition as standard. The spark is perfectly calibrated and its parameters vary to meet the engine's demands exactly. Carburation and fuel consumption are considerably improved, and the «long-life» spark-plugs wear out less quickly. As an added bonus, the engine in the Renault 9 TL, GTL and TLE requires only 2-star petrol.



CX = 0.36 Exceptional aerodynamics

The CX is the drag coefficient which measures the vehicle's aerodynamic resistance. The lower it is, the less energy and therefore fuel, is required to overcome this resistance. The CX of the Renault 9 is only 0.36!



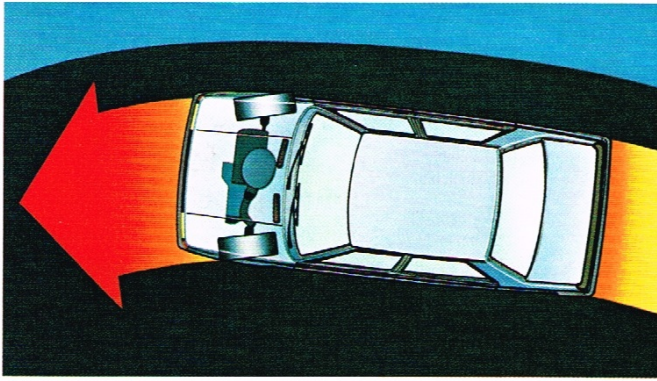
Compared with other vehicles - it is exceptional. In order to achieve such a result, every modern technique has been used: The overall design of the car, the pronounced curvature of the windscreen, the tapering of the roof towards the rear, the front bumper serving as a spoiler and the rear spoiler on the 1397 cc versions, even the radiator grille has been fitted with a seal on the inside to prevent air from rushing in unnecessarily under the bonnet.

Renault 9 GTS





Front wheel drive, 4 fully independent wheels and negative offset steering geometry



The Renault 9 is a front wheel drive car. From the point of view of road holding, the superiority of this formula, coupled with an even distribution of weight, needs no further demonstration. But this is not the only advantage that front wheel drive has however: by grouping all the mechanical components in the front, it makes any fitting and maintenance extremely easy. Moreover, this arrangement also does away with the bulky prop shaft tunnel and this together with the transverse engine gives a considerable increase in passenger space.

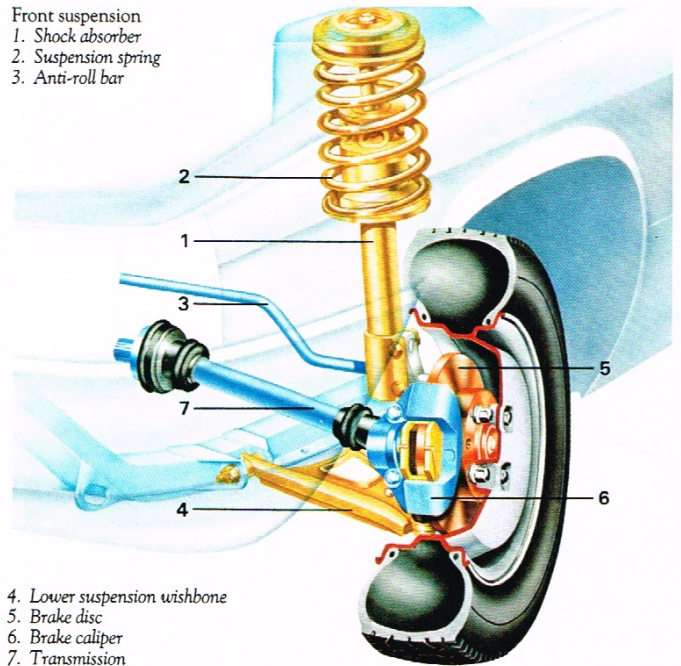
Exceptional road holding

The 4-wheel fully independent suspension is a major factor in the Renault 9's excellent road-holding and comfort, since each of the wheels retain a surface adhesion which is always close to the ideal, irrespective of the stresses experienced by the other three. The MacPherson type front suspension is fitted with helical springs and an anti-roll bar which controls the angle of the car on bends. The negative geometry of the front suspension improves road holding on bends still further, and enables the car to come back on to course smoothly and efficiently. The rear suspension is the result of very modern technology: the wheels are suspended by drag links with half torsion bars and anti-roll bars. Even when braking suddenly, the vehicle does not nose dive, and there is no loss of adhesion.

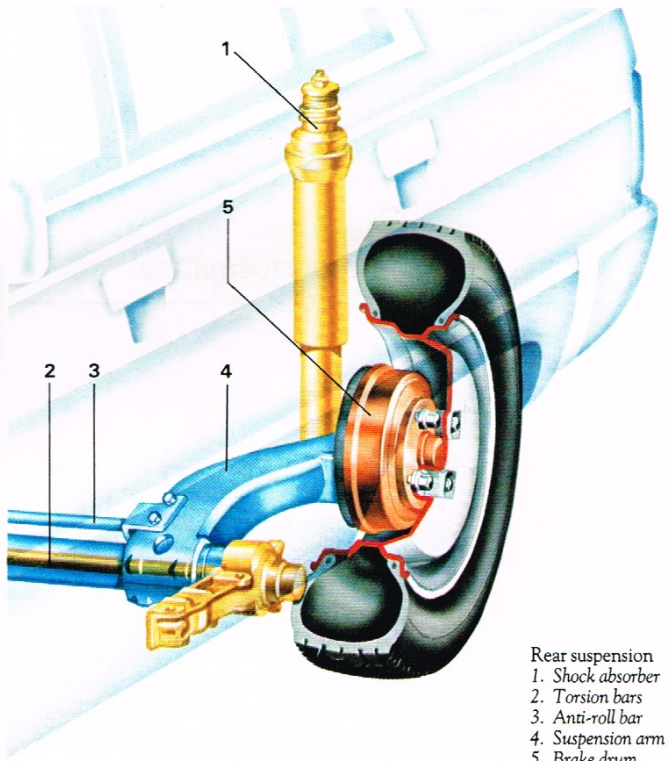
Renault 9 GTS



Front suspension
1. Shock absorber
2. Suspension spring
3. Anti-roll bar



4. Lower suspension wishbone
5. Brake disc
6. Brake caliper
7. Transmission

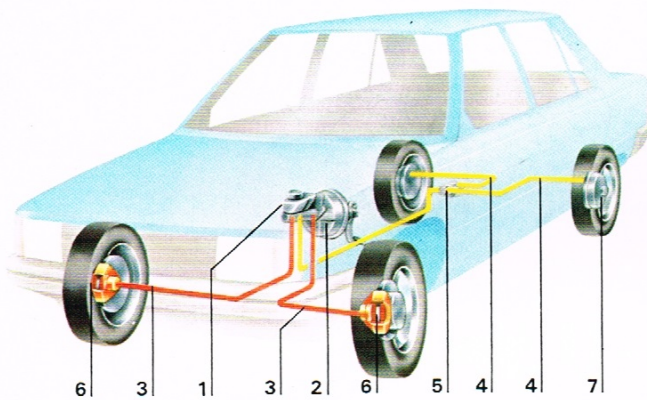


Rear suspension
1. Shock absorber
2. Torsion bars
3. Anti-roll bar
4. Suspension arm
5. Brake drum

7

Power assisted dual circuit brakes

When it comes to the braking system, Renault, as in all other automotive fields has introduced a new innovation to its Renault 9 model, by improving on conventional solutions: disc brakes in the front and drums at the rear. This very effective solution has also been adopted on many other modern vehicles, but unlike the Renault 9, very few have servo-assisted brakes, wide discs with brake pad wear warning light, a dual circuit with fluid level or low pressure warning light, drums fitted with a system which takes up any play automatically, thereby doing away with the need for adjustment and, on the versions fitted with the 1397 cc engine, a brake limiter valve which prevents the rear wheels from locking.



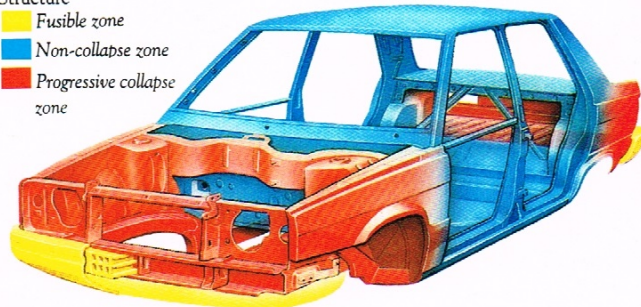
Dual braking system (1397 cc engine)

1. Master cylinder
2. Brake servo
3. Front circuit

4. Rear circuit
5. Braking limiter
6. Front disc
7. Rear drum

the points designed to absorb kinetic energy. These new techniques have made it possible to create a box structure for protecting the passenger compartment: under-floor cross members prevent the front wheels from penetrating the passenger compartment, the petrol tank is placed out of harm's way... inside, everything has been designed to reduce the consequences of a collision: sharp corners have

- Structure
- Fusible zone
 - Non-collapse zone
 - Progressive collapse zone



been eliminated, the inertia reel safety belts are extra wide, the steering column incorporates a progressive collapse zone... And, to deal with minor accidents in town, there are rubberized side mouldings to protect the paintwork from scratches (not on the 9 C, TC and TL versions). By making so much use of the robot system and automation, especially to assemble and paint the body,



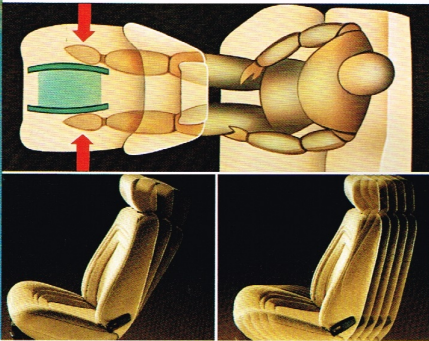
the manufacturing techniques themselves make a contribution to the vehicle's strength. The quality of each weld point is perfect. As for the evenness and effectiveness of the sheet metal protection, this is beyond reproach. The bodywork passes through seven successive stages of preparation or painting, not to mention the use of pre-protected sheet metal in the highly exposed zones: chemical de-greasing, chrome passivation, cataphoresis, coatings, primers and lacquers... the Renault 9 is built to last - a very long time.



Computer-assisted design, robot manufacture. Safety and long life

From the very first moment that a pencil was put on the drawing board, the computer was called upon constantly to assist in the design of the Renault 9. Each part and body section has been designed to increase strength whilst saving precious kilogrammes. Every possible impact was first of all computer-simulated and then reconstructed in full size to determine the progressive collapse zones and

The closeness of the « monotrace » seat runners, and the rounded shape of the seat squab releases considerable room for the rear passengers so they can stretch their legs without the slightest trouble.



TSE seats

FANTASTIC SEATS

Beautiful, luxurious, firm, and above all, very comfortable... Their shape holds the driver and passenger perfectly in position; the suppleness of the cloth or velour covered foam varies according to the different parts of the body to be

supported and has been worked out to counterbalance the suspension movement accurately. On the Renault 9 GTS, TSE and Automatic, headrests are standard on the front seats. And if the seats of the Renault 9 can be



FOR NEW COMFORT

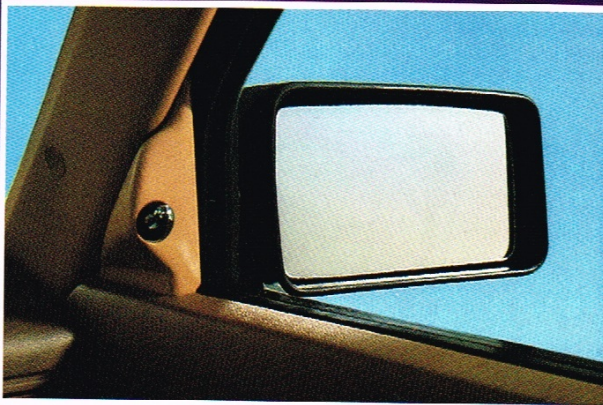
described as fantastic, it is the originality of their « design » which is the reason: besides the conventional forward and back adjustment, and the usual reclining action, the front seats of the

Renault 9 are in fact mounted on curved runners enabling the whole seat unit to be tilted (not on the Renault 9 C, TC and TL.)

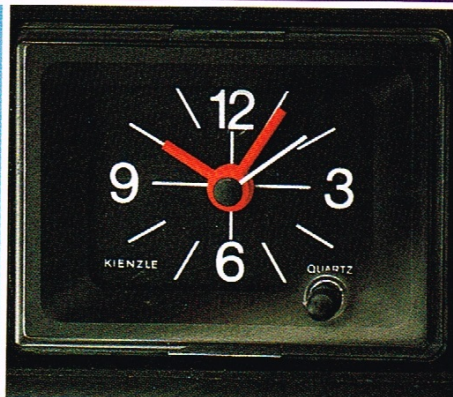
9 ways of appreciating the Renault 9



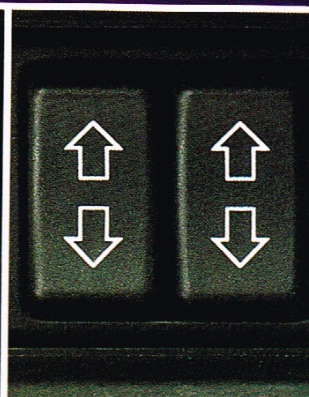
Renault 9 Automatic - Renault 9 TSE - Renault 9 TLE



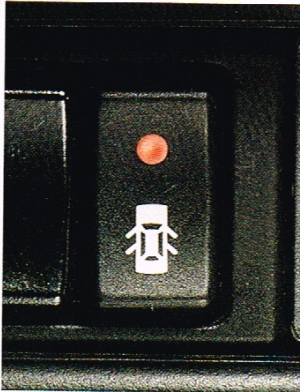
Remote control drivers door mirror



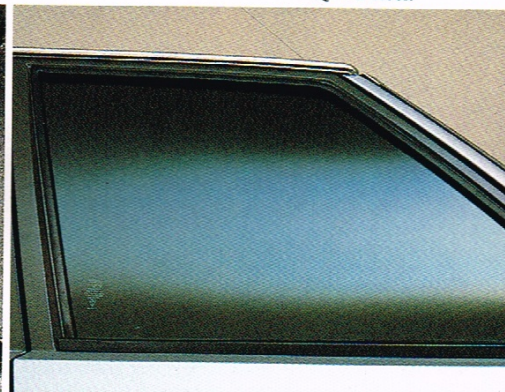
Quartz clock



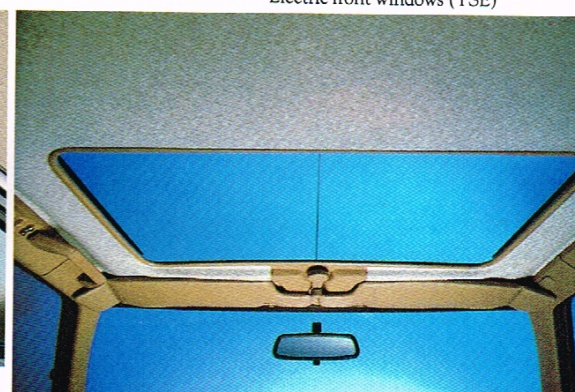
Electric front windows (TSE)



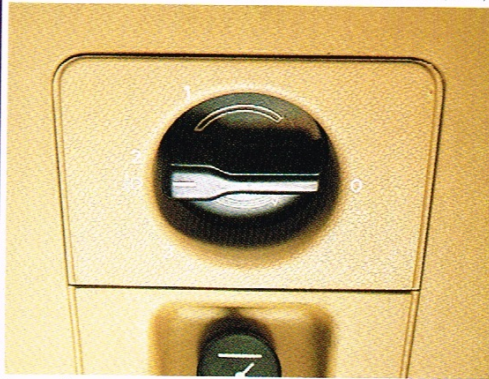
Central magnetic door locking (TSE)



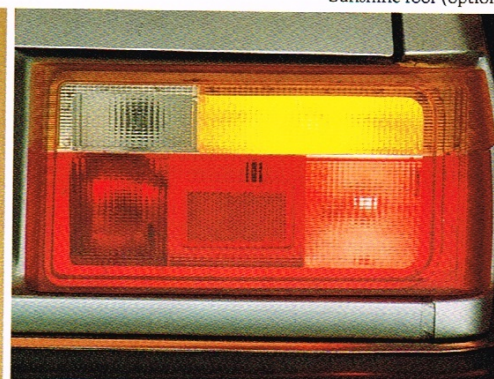
Tinted windows (TSE)



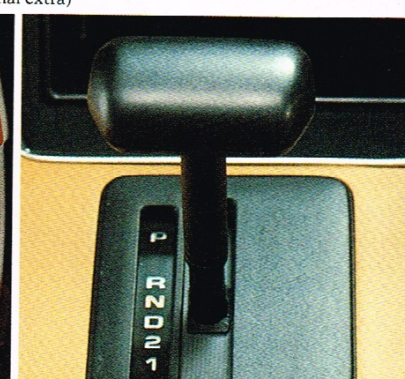
Sunshine roof (optional extra)



Internal headlamp beam adjuster (TSE/TLE)



Reversing lights and fog lamp



Automatic gearbox

Renault 9 Automatic 1397 cc - 68 bhp DIN
 Renault 9 TSE 1397 cc - 72 bhp DIN - 5-speed gearbox
 Renault 9 TLE 1397 cc - 60 bhp DIN - 5-speed gearbox

EQUIPMENT

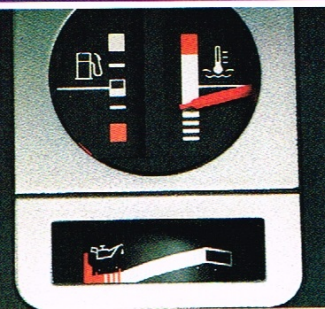
Arc adjustment of passenger and driver seats (with reclining driver's seat)
 Velour cloth seat upholstery
 Inertia reel front seat belts
 Front headrests
 Fully carpeted
 Central console with provision for radio
 Rear air ducts
 Pre-radio equipment. Speaker grille in dashboard

Leather covered steering wheel (TSE)
 Rev counter (TSE/TLE)
 Quartz clock, trip recorder
 Engine oil level indicator
 Rheostatically controlled lighting for dashboard and central console
 Illuminated glove box, switches, ashtray and cigar lighter
 Front passenger map reading light
 Two rear passenger roof lights (TSE)
 2-speed windscreen wipers with

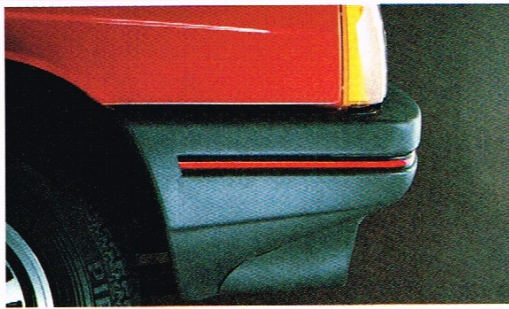
intermittent wipe
 Electro-magnetic door locking plus electric front windows (TSE)
 Internal adjustment of headlamp beam (TSE/TLE)
 Remote control driver's door mirror
 Iodine headlamps
 Front fog lamps (TSE)
 Reversing lights
 Rear fog lamp
 Twin horns (TSE)

Integral front spoiler
 Rear spoiler
 Laminated windscreen and tinted windows (TSE)
 Styled alloy wheels (TSE)
 Heated rear window and locking petrol cap
 Headlamp wash/wipe (TSE)
 Electronic ignition
 Low fuel level warning light

Renault 9 GTS



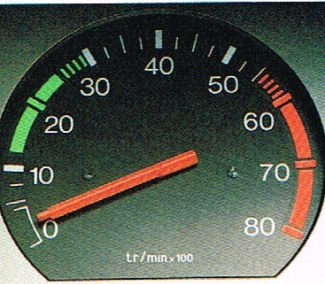
Fuel, water and oil gauges



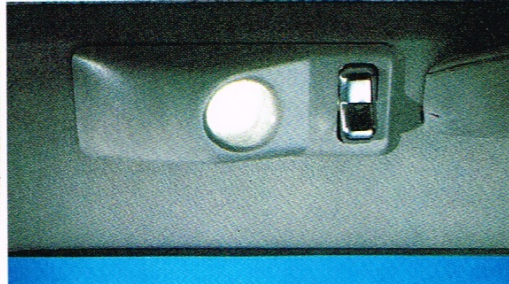
Front spoiler



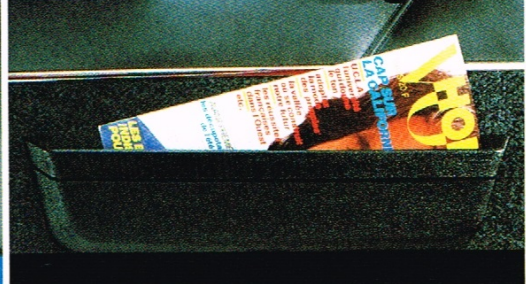
Rear bumper



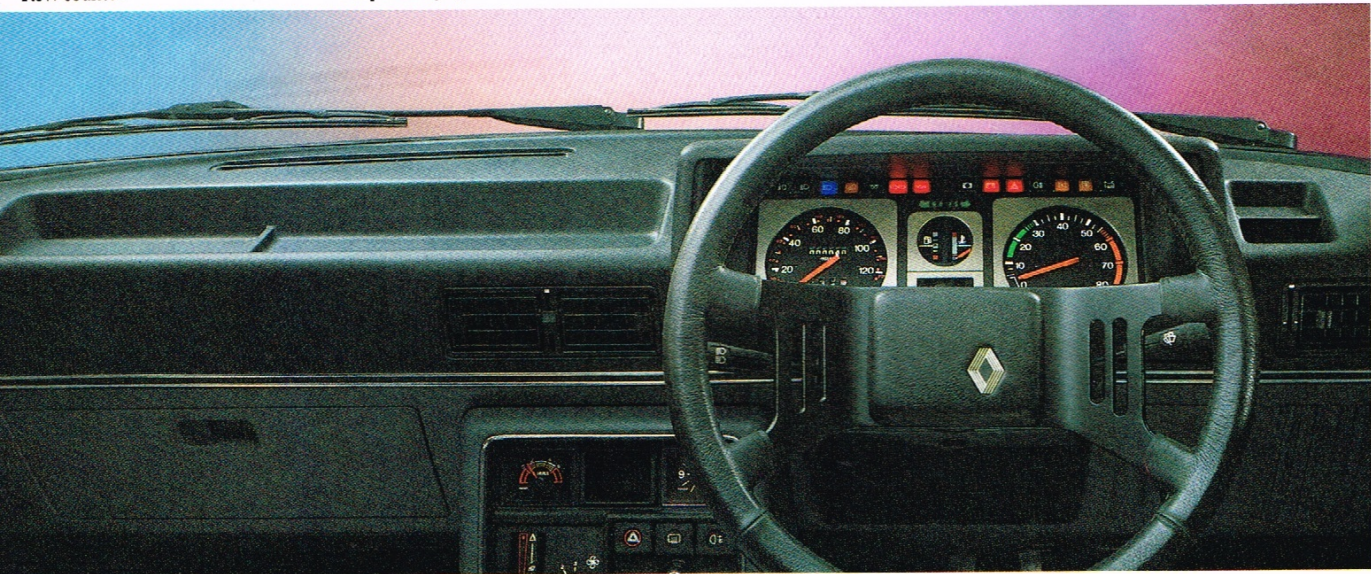
Rev. counter



Map reading light



Front door pocket



Renault 9 GTS dashboard

Renault 9 GTS - 1397 cc - 72 bhp DIN - 5-speed gearbox

EQUIPMENT

Adjustment of front seats for reach and arc (with reclining driver's seat)
 Front headrests
 Cloth upholstery
 Inertia reel front seat belts
 Front and rear carpeting
 Carpeted rear parcel shelf
 Central console with provision for radio; glove compartment and cigar lighter

Pre-radio equipment. Loudspeaker grille in dashboard
 Sports steering wheel
 Front door pockets
 Quartz clock, trip counter, rev. counter
 Oil level indicator and oil pressure gauge
 2-speed windscreen wipers with intermittent wipe
 Passenger sun-visor with vanity mirror
 Illuminated glove box, switches, ashtray

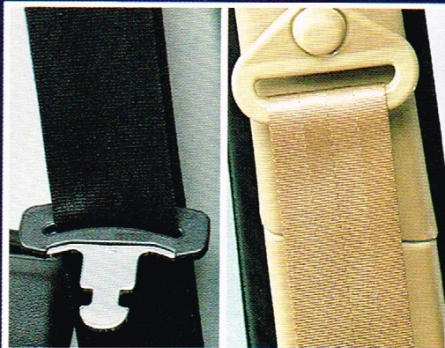
and cigar lighter
 Rheostatically controlled lighting for dashboard and central console
 Passenger map reading light
 Twin horns
 Iodine headlamps
 Front fog lamps
 Reversing lights
 Rear fog lamp
 Interior headlamp beam adjustment

Low fuel level warning light
 Heated rear window and petrol locking cap
 Electronic ignition
 Integrated front spoiler
 Rear spoiler
 Light alloy wheels

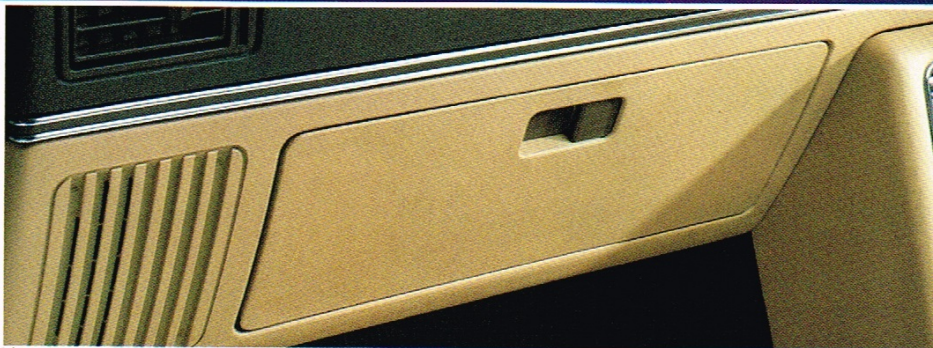




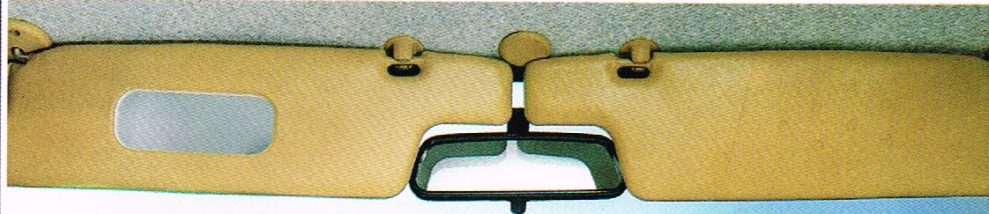
Renault 9 GTL



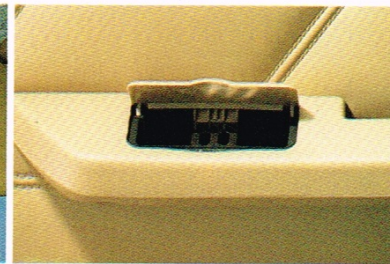
Black or beige inertia reel safety belts



Glove box on passenger side



Rear-view mirror and driver's sunvisor with pocket and vanity mirror passenger side



Ashtray in rear arm rest



Renault 9 GTL interior

Renault 9 GTL - 1397 cc - 60 bhp DIN - 5-speed gearbox

EQUIPMENT

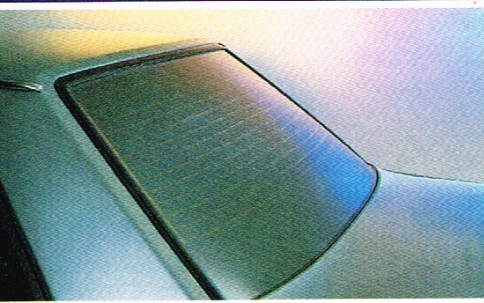
Arc adjustment of driver and passenger seats (with reclining driver's seat)
Velour upholstery
Fully carpeted front and rear
Carpeted rear parcel shelf
Pocket in front doors

Central console with provision for radio
Rheostatically controlled lighting for dashboard and central console
Pre-radio equipment. Loudspeaker grille in dashboard
Illuminated glove box, switches, ashtray and cigar lighter

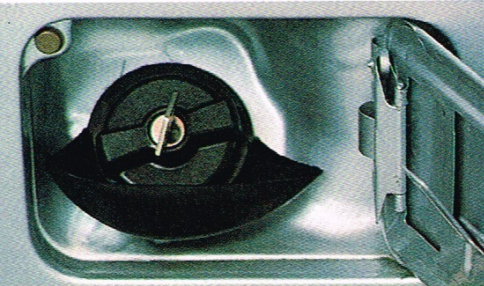
Heated rear window
Passenger sun-visor with vanity mirror
Padded steering wheel
Quartz clock, trip counter, econometer
Oil level indicator
Iodine headlamps
Electronic ignition

Rear fog lamp
Petrol locking cap
Reversing lights
Low fuel level warning light
Integral front spoiler
Rear spoiler

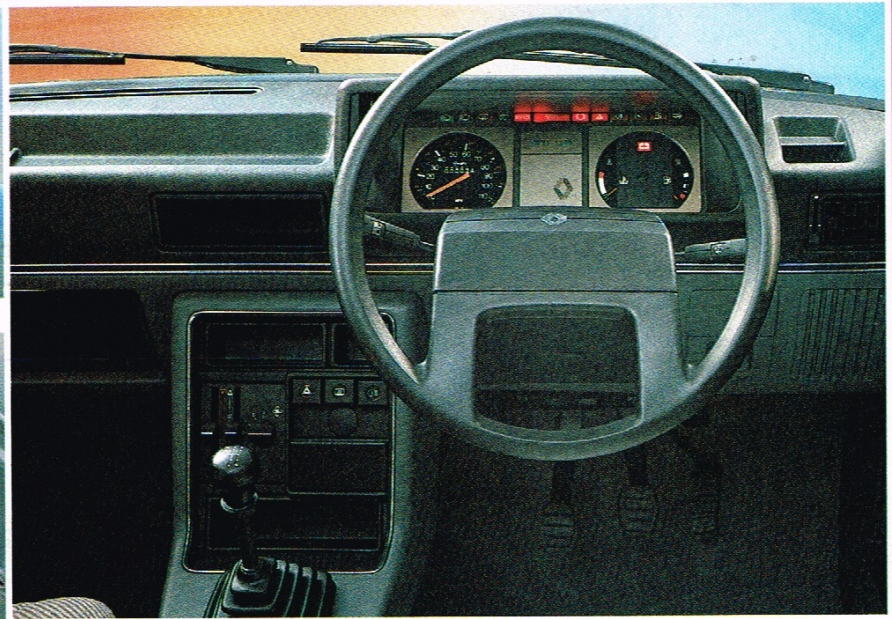
Renault 9 C - Renault 9 TC - Renault 9 TL



Heated rear window (TC/TL)



Locking petrol cap (TC/TL)



Renault 9 TC dashboard



Renault 9 TC interior

Renault 9 C - Renault 9 TC - 1108 cc - 47.5 bhp DIN
 Renault 9 TL - 1397 cc - 60 bhp DIN - 5-speed gearbox

EQUIPMENT

Longitudinal adjustment of driver's seat and passenger's seat (TC-TL)
 Upholstery of seats in patterned cloth
 Fully carpeted front and rear
 Carpeted rear parcel shelf

Central console with provision for radio
 Loudspeaker grille in dashboard
 Arm rest on front and rear doors
 (TC-TL)
 Pocket on driver's door (TC-TL)
 Pocket on driver's sun visor

Glove box
 2-speed windscreen wipers with flick wipe
 Electric windscreen washer
 Brake pad wear warning light
 Low fuel level warning light

Heated rear window (TC-TL)
 Locking petrol cap (TC-TL)
 Integral front spoiler
 Rear spoiler (TL)



TECHNICAL SPECIFICATIONS : MODEL YEAR : 1983

VERSIONS	Renault 9 C Renault 9 TC	Renault 9 TL Renault 9 GTL Renault 9 TLE
Number of seats	5	5
GENERAL SPECIFICATION Front wheel drive, all steel chassis - body.		
Kerb weight (kg)	805	TL 810 GTL 820 TLE 835
Total maximum permitted weight (kg)	1245	1240 1250 1265
Total rolling weight (kg)	1890	2055 2055 2055
Towing weight (braked) (kg)	700	850 850 850
Towing weight (unbraked) (kg)	410	425 425 425
ENGINE 4 stroke, 4 cylinder, transverse, angled 12° towards rear. Integral electronic ignition (1397 cc).		
Capacity (cc)	1108	1397
Bore/Stroke (mm)	70 × 72	76 × 77
Compression ratio	9.25	9.25
Power kW ISO	34.5	43
bhp DIN	47.5	60
at revs/min.	5250	5250
Torque Nm ISO	78.5	100
mkg DIN	8.15	10.4
at revs/min.	2500	3000
Fan	Electric	Electric
GEARBOX		
Number of forward gears	4	5
BRAKING SYSTEM Dual circuit hydraulic (in 'X' on Renault 9 C, TC) braking limiter (on Renault 9 TL GTL and TLE).		
Front wheels	Discs	Discs
Rear wheels	Drums	Drums
Power assisted	Servo-brake	Servo-brake
SUSPENSION Independent on all four wheels. Negative geometry MacPherson type front axle assembly with telescopic hydraulic shock absorbers, helical springs and anti-roll bar. Rear axle with drag links, transverse torsion bars, telescopic hydraulic shock absorbers, and anti-roll bar.		
RACK AND PINION STEERING		
Number of turns of steering wheel	3.53	3.53
Turning circle between kerbs (m)	9.80	9.80
TYRES Hooped tubeless		
	145 SR 13	155 SR 13 (175/70 SR 13 on TLE)
CAPACITIES		
Boot (cu. ft.)	14.21	14.21
Fuel tank (Galls)	10.3	10.3
PERFORMANCES		
Maximum speed (mph)	86	94
FUEL CONSUMPTION		
At constant 56 mph (90 kph)	52.3 mpg (5.4 litres)	2-star petrol 52.3 mpg (5.4 litres)
At constant 75 mph (120 kph)	38.2 mpg (7.4 litres)	38.7 mpg (7.3 litres)
Urban cycle	39.8 mpg (7.1 litres)	38.2 mpg (7.4 litres)

BODY AND TRIM COLOURS

MODELS	INTERIOR	BODY COLOUR	WHITE 355	MONACO BLUE 483	RED 705	BORDEAUX 721	BLACK 694	BALTIC BLUE 490	COBALT BLUE 401	COSMIC BLUE 402	STEEL GREY 618	SILVER GREY 620	CHAMPAGNE 161	MOSS 914
RENAULT 9 C	CLOTH	ASH	ASH											
RENAULT 9 TC/TL	CLOTH	ASH	ASH	ASH								SAND	SAND	
RENAULT 9 GTL	VELOUR	RED	BLUE	BLACK			SAND		BLACK			RED	SAND	SAND
RENAULT 9 TLE/TSE AUTOMATIC	VELOUR	RED		BLACK	SAND	SAND	BLUE	BLACK	BLUE	BLACK			SAND	SAND
RENAULT 9 GTS	CLOTH	BLACK		BLACK		BLACK					BLACK	BLACK		

TECHNICAL SPECIFICATIONS: MODEL YEAR: 1983

VERSIONS

Number of seats

Renault 9 GTS
Renault 9 TSE
5

Renault 9
Automatic
5

GENERAL SPECIFICATION Front wheel drive, all steel chassis - body.

	GTS	TSE	
Kerb weight (kg)	820	845	855
Total maximum permitted weight (kg)	1250	1275	1285
Total rolling weight (kg)	2115	2115	2125
Towing weight (braked) (kg)	850	850	850
Towing weight (unbraked) (kg)	430	430	430

ENGINE 4-stroke, 4 cylinder, transverse, angled 12° towards rear. Integral electronic ignition. Twin choke carburettor.

Capacity (cc)	1397		1397
Bore/Stroke (mm)	76 × 77		76 × 77
Compression ratio	9.25		9.25
Power kW ISO	52		49
bhp DIN	72		68
at revs/min	5750		5250
Torque Nm ISO	104		104
mkp DIN	10.8		10.8
at revs/min.	3500		3000
Fan	Electric		Electric

GEARBOX

Number of forward gears	5	3
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BRAKING SYSTEM Dual circuit hydraulic - pressure limiter

Front wheels	Discs	Discs
Rear wheels	Drums	Drums
Power assisted	Servo-brake	Servo-brake

SUSPENSION Independent on all four wheels. Negative geometry MacPherson type front axle assembly with telescopic hydraulic shock absorbers, helical springs and anti-roll bar. Rear axle with drag links, transverse torsion bars, telescopic hydraulic shock absorbers, and anti-roll bar.

RACK AND PINION STEERING

Number of turns of steering wheel	3.53	3.53
Turning circle between kerbs (m)	9.80	9.80

TYRES Hooped tubeless

	155 SR 13 (GTS)	175/70 SR 13 (TSE)	155 SR 13
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CAPACITIES

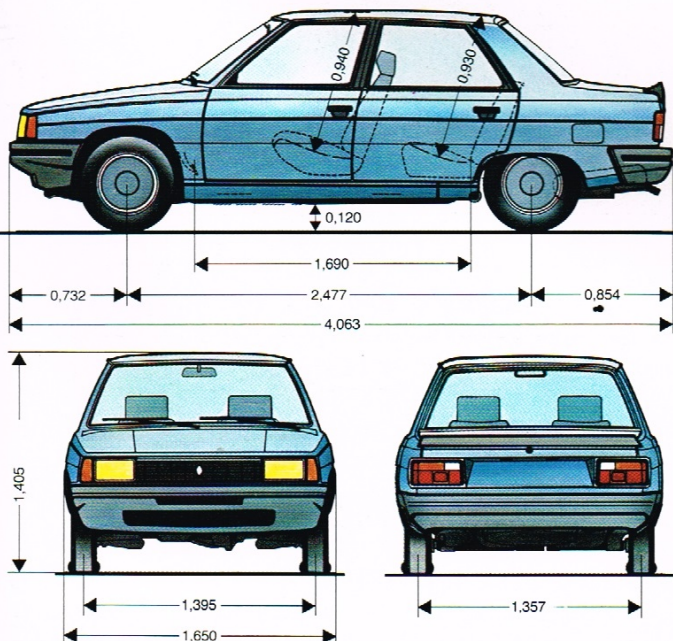
Boot (cu. ft)	14.21	14.21
Fuel tank (Galls)	10.3	10.3

PERFORMANCES

Maximum speed (mph)	100	98
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FUEL CONSUMPTION

At constant 56 mph (90 kph)	52.3 mpg (5.4 litres)	44.8 mpg (6.3 litres)
At constant 75 mph (120 kph)	39.2 mpg (7.2 litres)	34.5 mpg (8.2 litres)
Urban cycle	32.1 mpg (8.8 litres)	34.5 mpg (8.2 litres)



RENAULT

Renault recommend **elf** lubricants
Renault U.K. Ltd.
Western Avenue London W3 ORZ.

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