



PEUGEOT



42-XA-81

#217
Peugeot
504 Break
(1978)

Norev
475456

Period: 1970-1983
Built: 3,711,556 (all 504s)

Engine: 2.1-litre 4-cyl. diesel
Power: 59 PS
Top speed: 126 km/h
Price: fl. 23,355

Predecessor:
Peugeot 404 Break
Successor:
Peugeot 505 Break

Date acquisition:
30/12/2016

Approx. first plate Approx. last plate
77-80-SN **HY-73-FH**



PEUGEOT



The 504 Break with 1970s stablemates 304 and 204.

Besides the 205, the 504 is quite possibly Peugeot's strongest ever number. The 504 was known for its robust build and long suspension travel, which – true to its billing as “grande routière” – made it a very comfortable long-distance cruiser. It also made it as suitable for travel over smooth French autoroutes as over unpaved roads and rough terrains in Africa, where the 504 reached near mythical status as “Africa's workhorse”. European production from 1968 to 1983 passed well over 3 million, and hundreds of thousands more were built in Asia, South America and Africa, where production continued until 2005.

Best known is perhaps the saloon with the recognizable kinked bootline, but the versatile 504 range also included a stunning coupé and convertible, a pick-up, the Break shown here, and – on the basis of this Break – a seven-seat Familiale and a van called Commerciale. Featuring an extended wheelbase and raised roof, the interior space of the 504 Break was immense.

The reputation for robustness and longevity is perhaps most deserved for the diesel versions of 504. With the first diesel engine applied in a passenger vehicle in 1928, Peugeot was among the pioneers of diesel technology and it offered a diesel-engine option on pretty much its full vehicle range from the 1960s onwards. Although praised for their civilized running properties, Peugeot diesel engines had no sporting pretensions. It would be inconceivable today to have such a large car with less than 60 horsepower, to accelerate to 100 km/h in over 20 seconds, and to max out at a mere 126km/h.

On the aesthetic front, the 504 changed very little over its lifecycle. This Norev model car is a late example of the 504 Break in a subtle silver that does little to disguise the large slab-sided surfaces. The model has a neatly executed grille and detailing. I personally like the very basic steel wheels, the low-hanging exhaust pipe, and the hallmark “frown”, the concave bonnet line running over the headlights and grille.



The 504 Break alongside its berline and coupé siblings.