

● Guarantee certificates / invoices

--- Idealized production line

4
Detail changes see sheet below

List rechecked with bicycles and catalogues.
Last check:
TT 10.2017

Badge No. 2

Badge No. 3/3.1

Badge No. 4

1900 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 Year

PEUGEOT (1900 - 1926)

Bicycle frame numbers, second numeration

Headbadges

Headbadges can be replaced, so have a look on the original rivets (see pictures)! If there are doubts don't date with the headbadge only!

Headbadge **No. 2** (1902-1907)

Frame number
1(?) to ~ 137.000

Legend:
PEUGEOT VALENTIGNEY



Headbadge **No. 3** (1907-1920/21)

Frame number
~ 137.000 to ~ 630.000

Legend:
PEUGEOT VALENTIGNEY



Headbadge **No. 3.1** (1921)

Late headbadge No. 3,
seen on bicycles with
frame numbers around
600.000 (1921).

Change from 3 to 3.1
not yet verified.

Legend:
PEUGEOT VALENTIGNEY



Headbadge **No. 4** (1921-1925)

Frame number
~ 630.000 to ~ 999.999(?)

Legend:
PEUGEOT PARIS



Some frame-details changed between 1900 and 1926 (signed on the list by 1 to 9)

For dating a bicycle first use details of the frame that cannot be changed easily. All what is screwed on the frame could be replaced in the decades. Brakes, handlebars, hubs etc. are only dating details if you're sure that these are original stuff.

There are much more tinkered Peugeots out there than original ones. If a bicycle is driven for decades replacement parts are normal.

To see how a Peugeot of this period 1900-1926 looks alike compare it with the pictures on my website and in this list. Only to take a frame number and match it in this list must not work reliable. You have to be systematic to gather a result that is valid. For example the frame number 100.000 can be find five times in Peugeot's complete production line!

Detail 1

Seat stays changed from straight (on all models) to cranked (on the most of the models) in 1902 parallel with the new badge (No. 2).

Detail 2

Fittings are changing from outside to inside fittings (on the most of the models except some sport-models).

Detail 3

Fork-head changed from the old version to the new version (see example). Also the fitting on the top of the seat-tube is now disappeared.



Fork-Head Version 1 (1894? - 1903)



Fork-Head Version 2 (1903 - 1907)

Fitting on the saddle tube
(1902 - 1903)



Detail 4 / 4a

4: Fork-Shaft with inner diameter of 25,4 mm/1" (1902 - 1904) changed to inner diameter of 22,3 mm (1904 - 1909?).

4a: From 1909(?) → inner diameter is 22,0 mm. Shafts of handlebars accordingly.

Detail 5

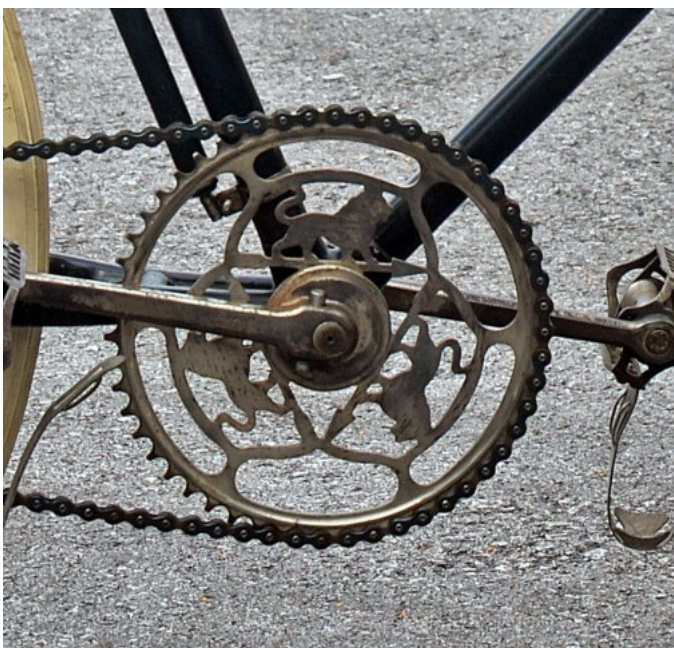
Fork-Head changed from Version 2 (see above) to Version 3 (see example).



Fork-Head Version 3 (1907 - ~ 1939)

Detail 6

Chainwheel changed from the older forms to the chainwheel with the three lions (on most of the models). 25,4 mm / 1" and 12,7 mm / ½" teeth could be ordered parallel for several years with this chainwheel.



Chainwheel with the three lions (1909 - 1926)

Detail 7

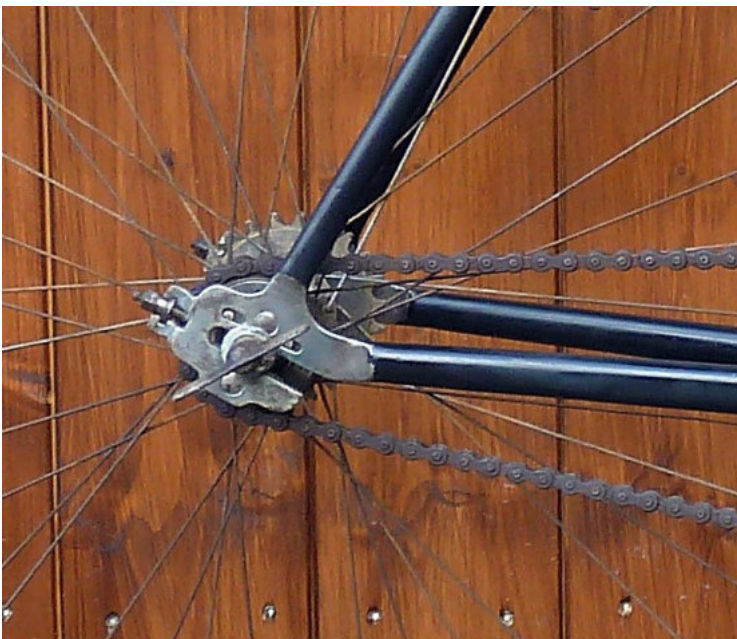
Welded frame (soudés à l'autogène) for the model 'Course, Typ Tour de France'. The seat stays are now welded to the seat tube.

In the beginning welded frames are only available for some sport-models, later also for touring-models. Building period from 1914 to 1925.

Detail 8

'Pattes arrière Système Christophe' for some sport-models as an option. These are special sockets for the rear hub with the function for a quick mounting of rear wheels with two sprockets.

This system is only available with welded frames on sport-models.



Patte arrière Système Christophe (1914 - 1925)

Detail 9

All models with straight seat stays (except childrens models). All models with welded frame, except Type E (1922 - 1925).

A word to the idealized production line

This production line was designed by the help of guarantee certificates, invoices and other documents. She was refined by adjustment with many bicycles and their details in association with catalogues from Peugeot. Still it is a idealized line. There could be little deviation to reality but only in the direction to older dates. But this deviation is marginal, I think.

World War I

The only unsure period is the time of World War I. It's possible that the production of bicycles by Peugeot went on in 1914 and 1915 as usual. In contrast the demand for bicycles stagnated. Later in war Peugeot had to produce ammunition for artillery. Bicycles were sold out of stock from the older production. Thinkable scenario: A bike with production date 1915 or 1916 could be sold 1917 or 1918. There are no catalogues for the war years and the refinemend for this period is nearly impossible. So we have to live with this blur.

There are many more details, but for a quick determination this little tutorial should help. If you have any questions about old Peugeot bicycles please feel free to contact me:
contact@vintage-bicycles.de

This list will be refined continuously. Please consider the number of version in the headline.

If you have material about old Peugeot bikes of this period or even a bike I'm very thankful for any informations, dates and good pictures from bikes. It's very sophisticated to create a list when the bicycles itselfs can not be dated like those in Germany (date-numbers on the hubs).

If someone could translate this text in french it would be very helpful. My french isn't good enough to expect my french colleagues to put up with my translation. Google translater is not much better. Thank you!

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