

PEUGEOT

404

Convertible - Coupe

with carburetter

Instruction book

404 CC
Anglais - 2°

N° 1028
3-67-1.

Only the PEUGEOT Distributors and Appointed Dealers make use of our special repair or adjustment tools and carry out repairs strictly in accordance with our technical methods.

They will maintain and repair your car, within the shortest time and in the safest and cheapest way, making exclusive use of

PEUGEOT

GENUINE PARTS

which are essential for quality of materials, high standard of heat treatment and precision of machining with conditions that guarantee interchangeability.



SOCIÉTÉ INDUSTRIELLE ET COMMERCIALE DES
AUTOMOBILES PEUGEOT

DIRECTION APRES-VENTE

75, Avenue de la Grande-Armée - PARIS 16^e

Téléphone : 267.20.00

PEUGEOT

404

Convertible - Coupe

with carburetter

Instruction book

IMPORTANT

Your car is equipped with the Power assisted brake system.

The powered system is actuated by the vacuum in the intake manifold and therefore operates only when the engine is running (refer to page 21: Brakes).

The car should in no case be used with the engine off (ignition switch off) or with the transmission disconnected from the engine (change speed lever in neutral or clutch pedal depressed), even in case of petrol failure.

A tow-bar must be used if the car has to be towed.

Due to the high compression ratio of the engine it is imperative to use a premium grade petrol (the octane rating of which should be no less than 95 RM).

SUMMARY

	Pages
Identification	7
I — MAIN CHARACTERISTICS	9
II — USE OF CAR	11
III — LUBRICATION AND MAINTENANCE	25
IV — MISCELLANEOUS ADJUSTMENTS	41
V — PRACTICAL HINTS	47

ALPHABETICAL INDEX

A — Air cleaner of carburettor	27-40-46
Air cleaner of Hydrovac	39
Air conditioning	14
Alternator	42
Alternator belt	42
Anti-freeze	24
Ash-tray	12-15
B — Battery	16-22-31-48
Bodywork (lubrication)	34
Bodywork (maintenance)	53
Bonnet	16
Brakes	21-27-43
Brake fluid reservoir	27
Bulbs (table)	49
C — Capacity of the various units	9
Car handling	18
Carburettor	44
Cigar lighter	12
Clutch	44
Clutch thrust bearing	29
Cooling system (draining)	47
D — Dashboard	10
Defrosting	15
Direction indicators	22-49
Distributor	30-39-42
Doors	11
E — Earthing	16
Electric clock	13
Engine	9-26-28
Engine oil	21-26-28
F — Fuel	3-17
Empty periods (precautions to be taken)	24
Fuses	13

	Pages
G — Gearbox	29-37
Guarantee card	23
Gear shift lever	19
H — Horns	20
Hubs (front)	40
I — Instruments and control	21
Instrument panel	12-21
Interior light	13
Interior upholstery	54
J — Jack	52
L — Lights (front and rear)	49
Lighting switch	20
Luggage boot	17
M — Maintenance chart	25
Mecanical parts (lubrication)	32
O — Oil filter	28
P — Parking lights	49
Plastic accessories	55
Projectors	50
R — Radiator	24-31-47
Rear axle	29-37
Rear view mirror	20
Refuelling	17
Rockers	41
Running-in (first 600 miles)	23
S — Safety belt	53
Seats	11-15
Self-disengaging fan	22-27-39-43
Sparking plugs	27-39-42
Starting the engine	18
T — Timing	41
Tyres	6-31-38
Top (use and maintenance)	56
V — Ventilation window	15
W — Water pump	30
Water thermometer	21
Wheels	38-52
Windscreen washer	12
Windscreen wiper	12
Wiring diagram	61

TYRE PRESSURES

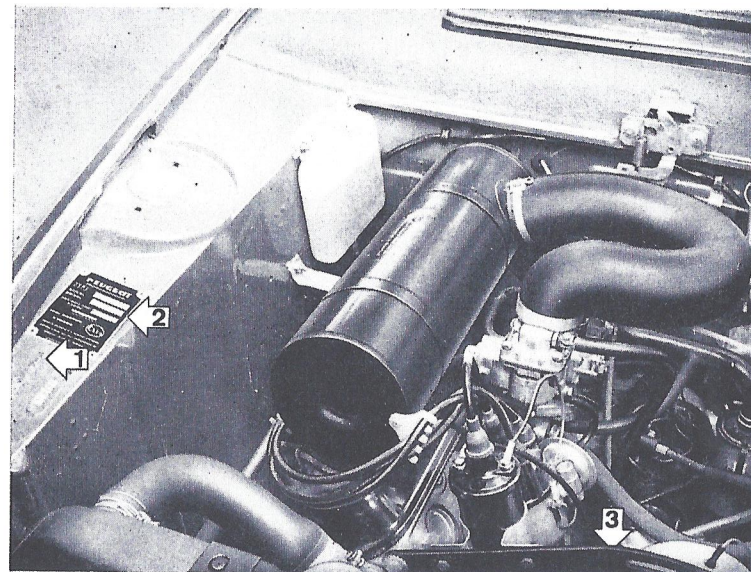
Make and model	Pressures			
	Front		Rear & Spare	
	P. S. I.	kg /sq. cm.	P. S. I.	kg /sq. cm.
Michelin X.	20	1.400	23	1.600
Dunlop « Special ».	23	1.600	26	1.800
Kleber-Colombes V 10.				
Michelin XAS.	21	1.450	22	1.550
Dunlop SP Sport.	24	1.700	26	1.800
Kleber-Colombes V 10 GV.				

— Tyre pressures should be measured with tyres **COLD**.

— The spare wheel tyre should be inflated to the same pressure as the rear wheel tyres. Do not forget to reduce tyre pressure to the appropriate value if the spare wheel is used to replace one of the front wheels, for instance as a result of a puncture.

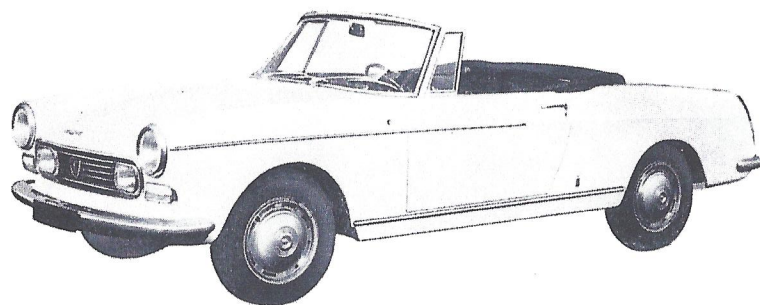
IDENTIFICATION

LOCATION OF PLATES

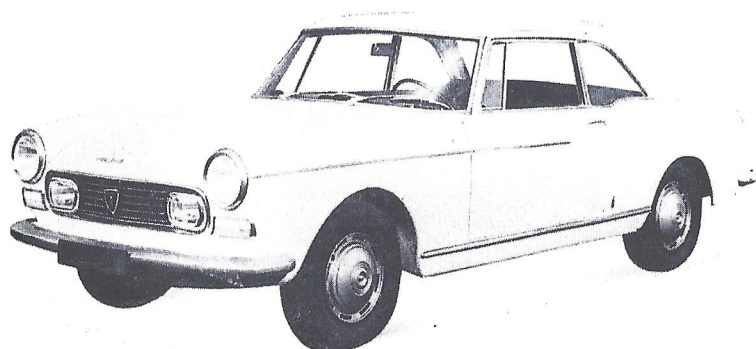


- 1 - Serial number.
- 2 - Maker's plate.
- 3 - Serial number on engine (on fixing lug).

In all correspondence or request for technical information, the model and serial numbers should always be mentioned, as well as the mileage of the car.



404 CONVERTIBLE



404 COUPÉ

I - MAIN CHARACTERISTICS

GENERAL

Taxable horsepower (in France)	9 CV
Weight, unladen (approx.)	1 075 kg 2 380 lbs
Maximum permissible weight, in full load	1 505 kg 3 317 lbs

ENGINE

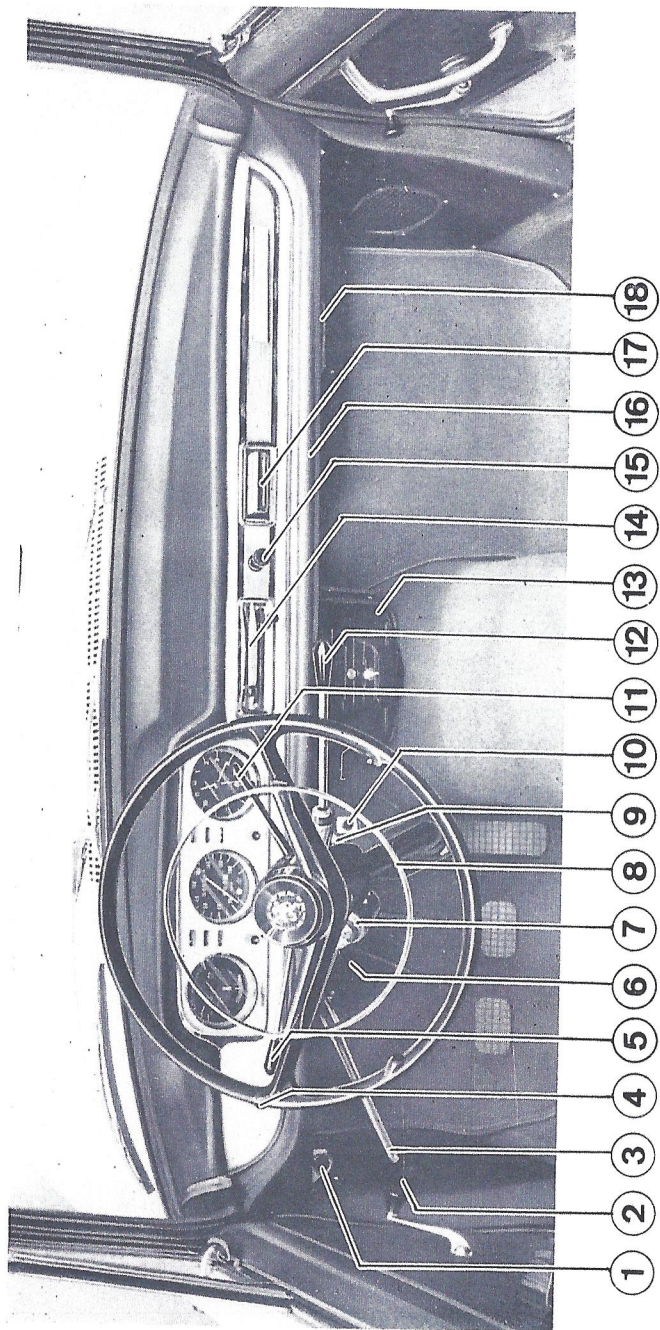
Number of cylinders	4
Lay-out	in line
Bore	84 mm
Piston stroke	73 mm
Cubic capacity	1 618 c.c.
Compression ratio	8,3/1
Cylinders	wet removable liners
Cylinder head	hemispheric, Alpax
Crankshaft	forged steel
Timing	chain

BODY SHELL AND AXLES

Track, front	1,34 m	4,39 ft
Track rear	1,28 m	4,19 ft
Wheelbase	2,65 m	8,69 ft
Turning radius, overall	5,48 m	17,97 ft
Overall length	4,49 m	14,72 ft
Overall width	1,68 m	5,51 ft
Height, unladen	1,38 m	4,52 ft
Height, laden	1,33 m	4,36 ft

CAPACITY OF VARIOUS UNITS

Cooling water	7,8 l	13 1/2 pints
Petrol tank	50 l	11 gal
Engine sump	4 l	7 pints
Gearbox	1,250 l	2 1/4 pints
Rear axle	1,400 l	2 1/2 pints
Hydraulic reservoir and brake lines	0,650 l	1,13 pints



1. Bonnet opening.
2. Fuses.
3. Hand brake.
4. Windscreen wiper and washer control.
5. Lighting switch.
6. Choke.

7. Ignition switch.
8. Horn ring.
9. Parking lights knob.
10. Air intake shutter.
11. Direction indicator lever.
12. Gear shift lever.

13. Heater.
14. Heater controls.
15. Cigar lighter.
16. Interior light (Convertible).
17. Ash-tray.
18. Glove box.

II - USE OF CAR

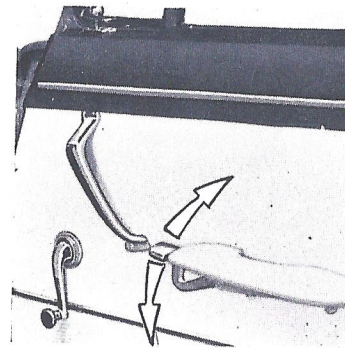
Doors

From outside:

- To open: push knob.
- To lock: rotate key to the rear.

From inside:

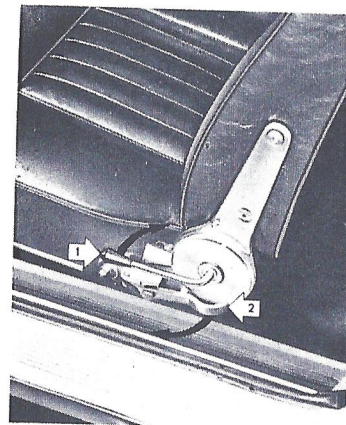
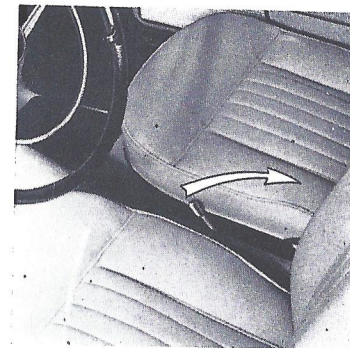
- To open: pull control upwards.
- To lock: push control down until click is heard, then release to allow handle to come back to normal position.



Front seats

Position of seats can be adjusted as desired.

Pull backwards the lever located between both seats and slide seat until correct position is reached.



Seats are adjustable in height, by changing the position of the attachment blocks on the slides.

The slant of the seat-back can be modified by bringing lever 1 upwards to release the locking device.

Access to the rear seats is gained by pulling lever 2 outwards and by rocking seat-back forward.

Instrument Panel Lighting

The instrument panel can be lighted whenever the sidelights or headlights are on, thus ensuring a check on lighting. Brightness adjustment is obtained by means of a rheostat 4 (page 21).

Ash-tray

To put ash-tray in position for use, pull it out from its housing.

To clean, disengage ash-tray body by pressing on inner finger.

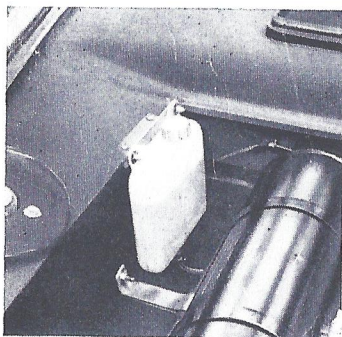
Cigar lighter

To warm up resistor, push button fully in. When button springs out, the cigar lighter is ready for use. Pull out cartridge.

Windscreen wiper and washer

Two water sprays cover the windscreen when knob 4 page 10 is pushed in at brief impulses.

Turn knob 4 over a quarter of a turn clock-wise to actuate windscreen wiper and thus properly clean the windscreen from all filth.



Before starting on a long journey, check water level in the reservoir located under the bonnet and top up if necessary with clear water, to which a neutral solution may be added, for instance:

STOPCLAIR in summer

STOPGEL in winter.

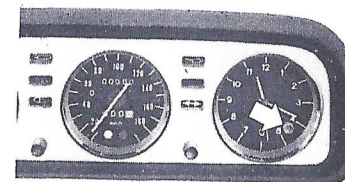
The wiper motor, is located under the bonnet.

It is connected to a "Relefix" self-parking device which will automatically cut out the electrical supply when the blades are fully down, thus ensuring maximum visibility through the windscreen.

Electric Clock

The electric clock will operate permanently provided the battery master switch is not slackened.

If the electrical supply has been interrupted for any reason, the clock should be reset in motion and corrected for time. To achieve this, press knob and rotate it in the required direction.



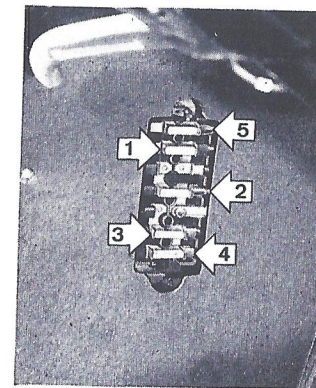
Never leave a clock stopped when connected.

When the clock has been reset, check that the control knob has returned to its original position and rotates freely.

Fuses

Five fuses are mounted on the L.H. scuttle to protect the following circuits:

1. L.H. front and rear side lights, and instrument panel light.
2. Parking lights, horns, cigar lighter, rear boot light, interior light, electric clock.
3. Direction indicators, stop lights, magnetic fan.
4. Heating system, windscreen wiper, fuel level indicator, water thermometer; oil pressure, brake and choke warning lights.
5. R.H. front and rear side lights, license plate light.



Interior light

The interior light is controlled by the opening of each door.

A switch on the light dome permits lighting from the inside of the car.

AIR CONDITIONING

The conditioner assy provides ventilation, heating, windscreen vapor-clearing and defrosting inside the car.

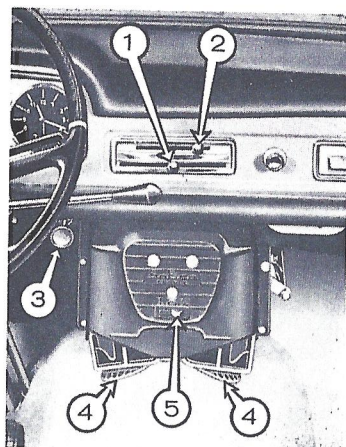
Variable temperature air distribution through shutters **4** and through orifices at the bottom of windscreen.

Handle 1: Heater tap control.

Blue point: cold.

Red point: warm.

Between cold and warm: intermediate temperatures.



Air is normally pulsed by the forward motion of the car. To accelerate air conditioning at low speed, switch on fan (switch **5** on fan body).

SPECIAL CONDITIONS OF USE

External air intake cut off

Knob 3: air intake shutter.

This control knob should normally be pulled in order to allow air intake in the conditioning circuit.

In order to prevent the ingress of exhaust fumes from other vehicles, push this knob momentarily.

Accelerated heating system

When the external temperature is extremely low, accelerated heating or demisting can be obtained through recirculation of inside air into the heating circuit. To achieve this, push knob **3** and switch on air conditioning fan **5**.

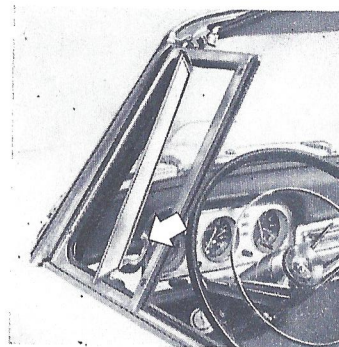
Pull knob **3** when the temperature has raised sufficiently.

Demisting and defrosting of the windscreen

Handle 2

This handle allows to direct part of the conditioned air towards the windscreen while proportioning the volume of air admitted from positions open (right) to closed (left).

In very cold weather, all of the warm air can be directed towards the windscreen by temporarily closing both lower shutters **4** which, when open, diffuse air from the main heating system into the car.



Ventilation windows

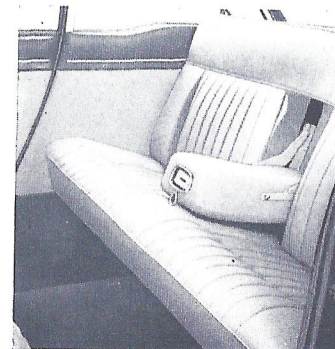
The no-draught ventilation windows may be adjusted as required.

Turn control upwards to unlock.

Rear seats

Access to the rear seats is gained by tilting one of the front seat-backs (refer to page 11).

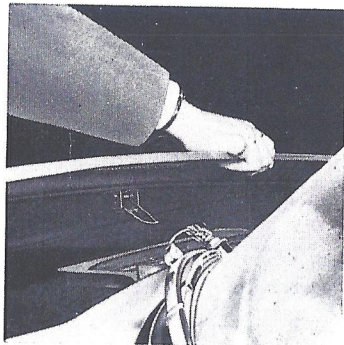
On Coupes a wide concealable arm-rest is provided and it incorporates a large ash-tray. To empty same, remove it from its housing by pressing on the inner finger.



Bonnet opening

Pull control **1** on dashboard to unlock bonnet. Lift same from the middle.

Should the pull control **1** fail, the bonnet can be unlocked by pulling the cable which passes inside the L.H. front wing, behind the road spring.



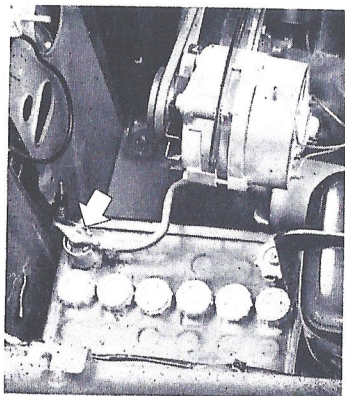
The bonnet opens from rear to front; to hold it open, fix the sprag against the rubber block.

When closing the bonnet, let the sprag come gently back to resting position. Allow the bonnet to come down completely flat.

Earthing

Earthing of the electrical installation is obtained by means of a battery master switch made of plastic material. It is mounted on the battery negative terminal, and is used as main cut-out.

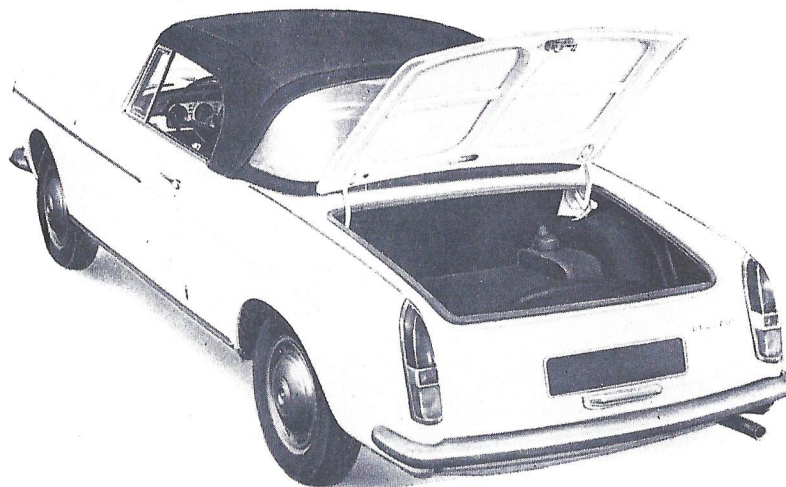
To disconnect the battery, loosen the switch by two turns.



When the battery is re-connected, *set the clock at the correct time and back in operation* (see page 13).

Luggage Boot

The luggage boot houses the spare wheel and the tools.



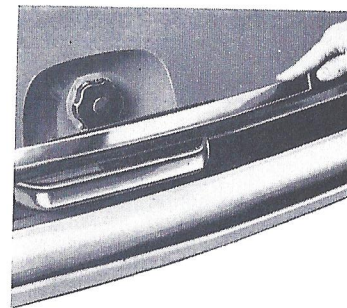
To unlock boot, turn key clockwise. Open by turning lock clockwise.

Two balanced hinges keep the lid open. Lighting is provided through a lamp which illuminates automatically when the lid is open.

To lock boot, turn key anti-clockwise.

Refuelling

The fuel filler orifice is concealed under the license plate and is uncovered by tilting the plate downwards.



Use of fuels

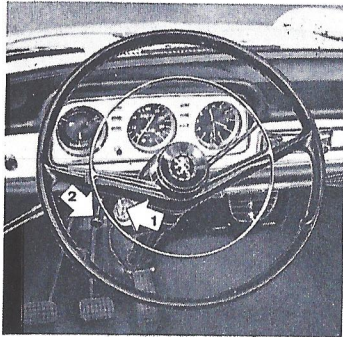
In view of the high compression ratio of the engine **it is imperative to use a premium grade petrol.**

CAR HANDLING

Starting up from cold

First make sure that the gear shift lever is at neutral and that the handbrake is set, then:

- Pull choke control **2** out as required by outside temperature.



- Turn switch **1** clockwise to the first detent (ignition on). Oil pressure warning light **12** and choke warning light **13** (see page 21) **should go on**.

- **The red warning light (14 page 21) of the powered brake system should also light up.** If it does not illuminate **before the engine starts**, check for proper operation by depressing the brake pedal several times in succession to eliminate powered operation of the brake system.

- Actuate the starter by turning ignition switch fully clockwise, but do not depress the accelerator pedal.
- Release switch as soon as the engine fires.
- Allow the engine to idle for a few moments. The red lights **12** and **14** **must** go out (see page 21).
- Push choke control in progressively as the engine warms up. Warning light **13** should go out after choke is pushed fully in.
- Accelerate gradually; never accelerate fully before the water thermometer pointer has reached the green sector on the dial.

Never race a cold engine.

Starting up when warm

Do not pull out the choke control, but depress the accelerator pedal slightly while actuating the starter. Release the accelerator as soon as the engine fires.

Stopping the engine

Turn key anti-clockwise.

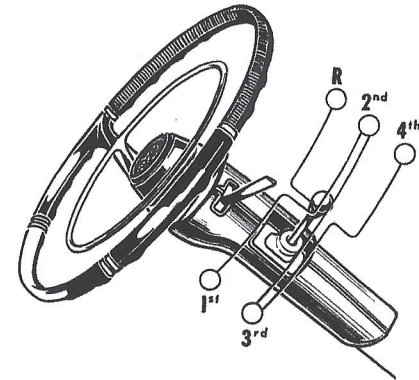
Never remove the key before the car is at a standstill.

- *Position "Garage"*: The steering is free.
- *"Stop" position*: The steering gear locks when the steering wheel is rotated until the steering lock locking dog engages.

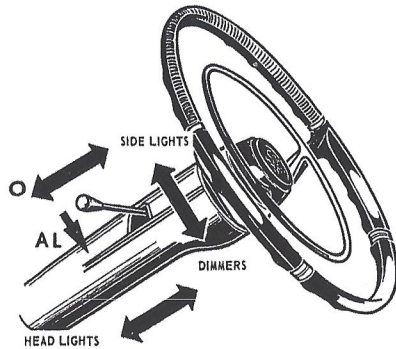
Gear Shift

All four gears are synchronised but to prevent the clutch from wearing out too quickly do not attempt to change down into first gear above 15 m.p.h.

- Operate the gearshift lever as per diagram opposite.
- To engage the first gear it is essential to bring the lever fully down before releasing the clutch pedal.
- Neutral is mid-way between 2nd and 3rd gear.
- Do not allow your engine to labour, engage a lower speed.
- Never allow your foot to remain on the clutch pedal.
- Never coast downhill with the gear lever in neutral.
- Do not attempt to engage the reverse gear before the car is at a standstill.
- When stopped at a traffic light, shift to neutral and release the clutch pedal to avoid premature wear.
- When stopped on an upwards slope, refrain from "balancing" the car by acting on the clutch pedal.



Lighting Switch



The lighting switch is attached to the steering column, on the side opposite to the gear shift lever, and can therefore be operated without taking the hands off the steering wheel.

The tail lights are lighted in the three following positions: side lights, dimmers, head-lights.

Signalling Lights

The headlights can be switched on and used as signalling lights by moving the lighting switch downwards to the momentary-contact position **AL**.

Horns

The horns can be actuated by pressing down any point of the ring switch on the steering column.

Rear view Mirror

The rearview mirror is of the "day and night" type; mirror angle can be changed by depressing the lower latch to avoid being inconvenienced by the glare.

INSTRUMENTS AND CONTROL

Oil System

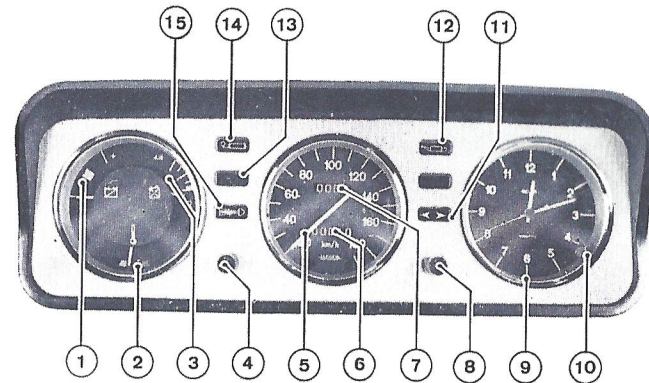
The red light **12** is connected to the oil pressure switch.

If the red light comes on in normal operation, this indicates faulty lubrication.

Stop as soon as possible and switch off the engine.

Check oil level using the dipstick and top up if necessary as indicated on page 26.

Re-start the engine. If the red light remains on, or lights up again after a few minutes' operation, stop the engine and contact the nearest Peugeot Agency.



INSTRUMENT PANEL

- | | |
|---|--|
| 1. Thermal voltmeter. | 9. Electric clock. |
| 2. Water thermometer. | 10. Clock re-setting knob. |
| 3. Fuel indicator level. | 11. Direction indicator warning light. |
| 4. Rheostat for instrument panel light. | 12. Oil pressure warning light. |
| 5. Speedometer. | 13. Choke warning light. |
| 6. Trip mileage recorder. | 14. Brake warning light. |
| 7. Total mileage recorder. | 15. Headlights warning light. |
| 8. Trip recorder re-setting knob. | |

Thermometer

The normal operating temperature of the engine ranges from 75 to 95 °C. If the pointer reaches the red sector on the dial, the cause for this inadequate cooling should be investigated.

Brakes

If light **14** comes on with the engine running, this indicates:
 — either a failure of the power system in the brake circuit, which then operates with reduced efficiency and necessitates an abnormally high pressure on the brake pedal;

— or an unusually low level in the braking system fluid reservoir (see page 27).

In such a case stop the car and drive slowly to the nearest Peugeot Agency.

Magnetic self-disengaging fan

Except for certain countries, the engine is equipped with a self-disengaging fan which engages when the temperature of the cooling water reaches 80 °-90 °C (175 °F - 195 °F). The fan disengages at a much lower temperature.

Should the engine overheat and the fan fail to engage, refer to page 43.

Battery charging

From time to time check the thermal voltmeter **1** to know battery voltage.

Engine stopped, the pointer should reach the shaded sector on the dial when the ignition switch has been turned on for 40-70 seconds.

In normal operation, the pointer should come to the right of the shaded sector, thus indicating that battery voltage is adequate and that charging is normal.

Direction indicators

The self-centering control is located below the steering wheel and connected to a green control light on the right hand side of the instrument panel (**11**, page 21). This control light operates only if the directions indicators are working properly. The bulbs mounted into the direction indicators should be checked if the control light flashes at an excessive rate.

RUNNING IN

During the first 600 miles, the following speeds should never be exceeded:

1st gear	2nd gear	3rd gear	4th gear
20 kph	45 kph	70 kph	90 kph
12 mph	28 mph	45 mph	55 mph

Mix "**Esso Upper Motor Lubricant**" with petrol, in the proportion of one tin to 2 gallons.

This kind of extra-lubrication is not recommended after the first 600 miles.

1000 km (600 miles) Maintenance Check

The guarantee applies only if the above check has been made.

The maintenance check must be made by a Peugeot concessionaire within three months of the delivery date, and between 1000 and 1200 km (600 and 800 miles).

The **guarantee card** used for this maintenance check will be mailed to your address after your car has been delivered.

You must anticipate that this maintenance check will take up to 24 hours.

Make an appointment with the Peugeot concessionaire who will carry out this check.

PRECAUTIONS DURING FROSTY WEATHER

Engine cooling water

Add ESSO anti-freeze to the engine cooling water to protect the engine from freezing; refer to the table below:

Down to	Use	ESSO ATLAS PERMA GUARD
— 5 °C (23 °F)	1 litre	
— 12 °C (10 °F)	2 litres	
— 21 °C (— 6 °F)	3 litres	
— 35 °C (— 33 °F)	4 litres	

The self-disengaging fan engages between 80 °C to 90 °C (176 °F - 195 °F).

Methylated spirit boils at 78 °C (172 °F) and therefore, its anti-freezing properties will rapidly become illusive, due to evaporation.

Thus, the use of methylated spirit is to be strictly prohibited.

Rubber Sealing Strips

Using a brush, apply one coat of glycerin on the rubber sealing strips of the doors and rear boot to avoid tearing off these sealing strips.

Battery

Keep the battery fully charged to prevent it from freezing.

Washing the Car

The chemicals used to melt down snow and ice on the roads are corrosive.

If your car has been used under the above conditions, have it washed frequently and carefully to maintain it in good condition; do not forget that the underside of the car should also be washed.

III - LUBRICATION AND MAINTENANCE

ESSO lubricants indicated in the following pages should be exclusively used for the lubrication of your 404.

These lubricants have been selected after numerous tests and are perfectly suitable for your car. These products have no corrosive action on the alloys used in the manufacture of our cars.

MAINTENANCE CHART

Maintenance check, free of charge, at 600 miles (1000 km)

Periodicity		Units	Pages
EVERY 600 miles (1000 km)	Check levels	Engine sump	26
		Brake fluid reservoir	27
EVERY 3,000 miles (5000 km)	Drain and refill	Engine sump	28
	Clean	Oil filter	28
		Air cleaner	27
	Check levels	Gear box	29
		Rear axle	29
	Lubricate	Mechanical units	29-32
EVERY 3,000 miles (5000 km) OR EVERY MONTH	Check	Body	34
		Sparking plugs	27
		Magnetic fan	27
	Check levels	Battery	31
EVERY 6,000 miles (10000 km)	Check pressure	Radiator	31
		Tyres	31
EVERY 6,000 miles (10000 km)	Replace	Oil filter cartridge	28
	Drain and refill	Gear box	37
	Switch over	Rear axle	37
		Tyres	38
		Distributor	39
	Check	Idle running adjustment	39
EVERY 9,000 miles (15000 km)		Magnetic fan	39
	Replace	Sparking plugs	39
EVERY 12,000 miles (20000 km)		„Hydrovac“ air cleaner element	39
	Replace	Air cleaner element	40
	Lubricate	Front hubs	40
	Drain and refill	Brake system	40

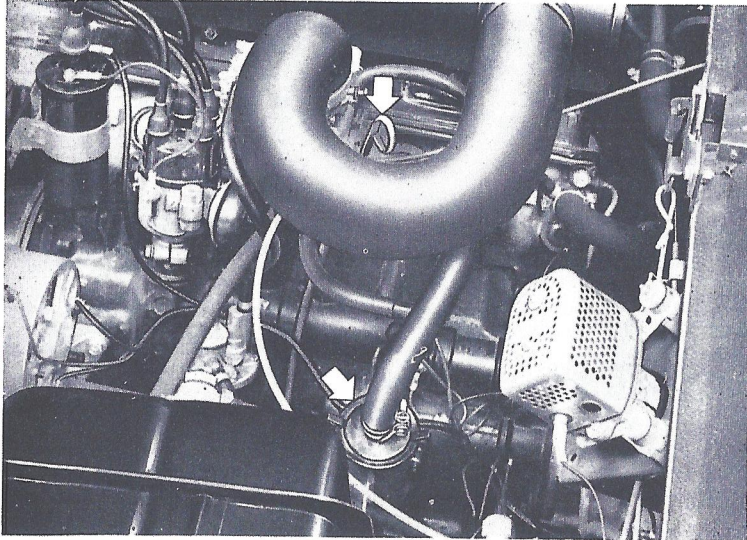
**EVERY 600 MILES
(1 000 km)**

Check oil level

Top up if necessary

Sump capacity: 4 l. (7 pints)

ENGINE



*Use exclusively compulsorily in all seasons:
ESSO EXTRA MOTOR OIL 20 W/30/40*

Adding oil between two consecutive refillings is a NORMAL OPERATION which should be carried out according to the marks on the dipstick:

- "MAXI" mark indicates the appropriate oil level when the sump has been drained, and then refilled using 7 pints of oil.
- "NORMAL" mark indicates that the oil system contains 7 pints, due allowance being then made for the oil which remains in the oil filter and lines.
- "Minimum" mark indicates the minimum quantity of oil which should always be present into the engine sump.

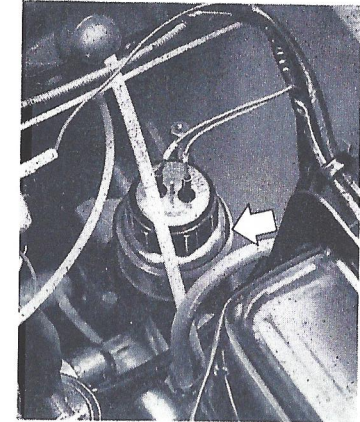
When topping up, never exceed the „NORMAL" mark, which corresponds to the required level for optimum engine efficiency and minimum oil consumption.

**EVERY 600 MILES
(1 000 km)**

Check fluid level

Brake fluid reservoir

Watch the level in the transparent reservoir at frequent intervals. A level reference line is embossed on the reservoir at about 3/4 in. from the top.



Any significant decrease in the fluid level is indicated by operation of warning light 14 mounted on the instrument panel. The origin of this leak should be investigated immediately.

Check that the equalizer hole in the plug is not clogged.

**EVERY 3,000 MILES
(5 000 km)**

Air cleaner

Clean the filter element either by tapping on it gently or by blowing air through it.

Do NOT use a brush or plunge it in gas oil.

Sparking plugs

Check sparking plug electrodes for proper gap: 0,60 millimetre (.024").

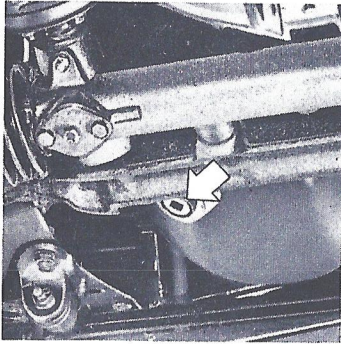
Magnetic self-disengaging fan

Check good working order.

EVERY 3,000 MILES (5 000 km)

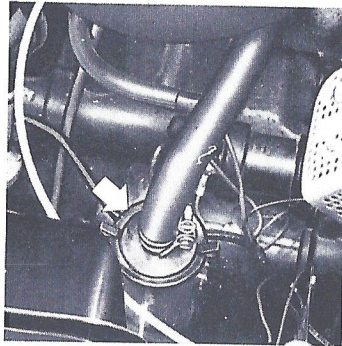
ENGINE

Drain



Drain with engine warm.

Refill



Sump capacity: 4 l (7 pints)

*Use exclusively compulsorily in all seasons:
ESSO EXTRA MOTOR OIL 20 W/30/40*

It is compulsory, in case of intensive driving in town, i.e.: taxis, delivery vehicles, frequent starts, as well as during very cold weather, to have the oil drained every 1,500 miles (2,500 km), because under these conditions of use, the oil gets saturated with condensed water and fuel which reduce its original lubrication properties.

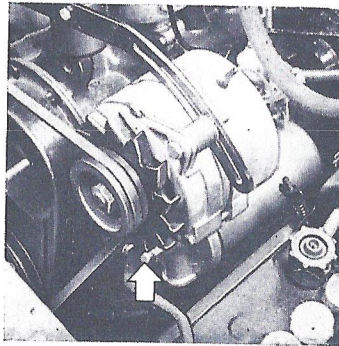
Oil filter

When draining the engine, clean oil filter shell.

The cartridge should be replaced at 3,000 miles (5000 km), 6,000 miles (10000 km) and then every 6,000 miles.

When reassembling filter, use a new gasket.

Clean



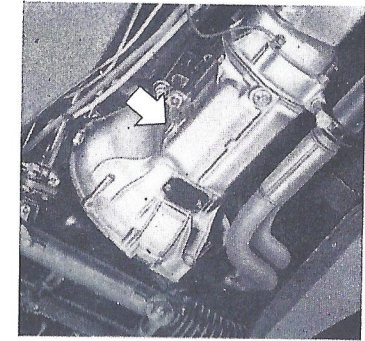
EVERY 3,000 MILES (5000 km)

Check level

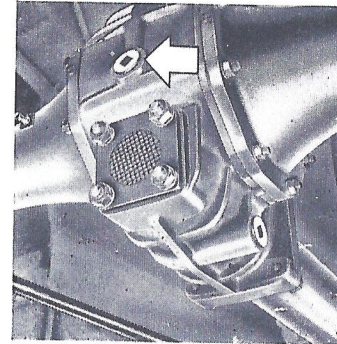
GEARBOX

Check oil level; top up if necessary. If drip marks are apparent on the ground, have the gear box checked for proper oil tightness.

*ESSO EXTRA MOTOR OIL
20 W/30/40*



REAR AXLE



Check oil level; top up if necessary. If drip marks are apparent on the ground, have the rear axle checked for proper oil tightness.

ESSO GEAR OIL VT

or, if unavailable

ESSO GEAR OIL GP 90

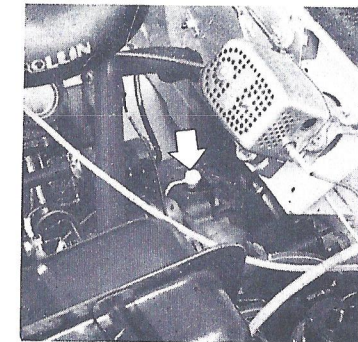
(see page 37)

Lubricate with oil can

Clutch thrust bearing

Introduce 1 c.c. of *ENGINE OIL* into the nipple.

In case of unusually severe operation (intensive town driving), the lubrication periodicity may be reduced to weekly intervals.



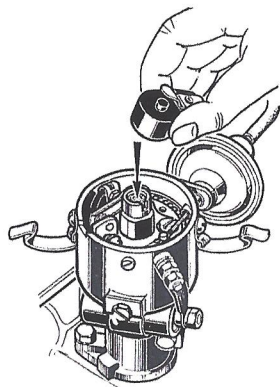
**EVERY 3,000 MILES
(5 000 km)**

Lubricate

With a few drops of *ENGINE OIL*

Distributor

(felt under rotor arm)



Mechanical linkage:

Handbrake, gear shift lever.

Sheaths:

Choke control, bonnet release control, heating system.

Hinge fittings:

Gear control ball and socket fittings, using *ESSO MULTIPURPOSE GREASE H.*

**EVERY 3,000 MILES
(5 000 km)
OR EVERY MONTH**

Maintenance

Battery

Check the electrolyte for proper level which should be about 1/2 inch above the plates.

Add only distilled water to avoid damaging the battery.

In town traffic or in winter, frequent starting-ups may cause a considerable reduction in battery charge.

According to operating conditions, the charge should be completed for a few hours; the charging current should then be one-tenth of the battery capacity ensure however that both + and - terminals of the battery are disconnected.

Tyres

Check the inflation pressure in each tyre, including the spare wheel, when the tyres are cold (see page 6).

Insufficient inflation pressure will result in increased running resistance and, consequently, in increased fuel consumption. It will also result in increased tyre wear.

Radiator

Check water level and top up if necessary to about 2 inches below filler orifice.

Never add cold water when the engine is warm.

Using running water, flush the cooling system once a year, when the freezing period is over.

CAUTION

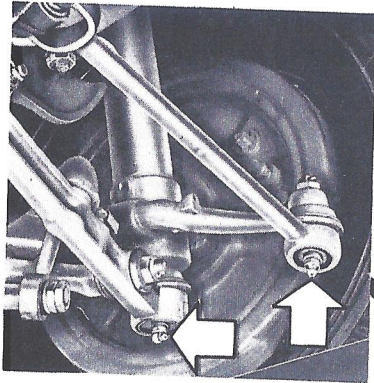
The radiator is equipped with a pressure/depression type cap rated at 280 g/sq.cm (4 p.s.i.), which allows for a boiling water temperature of 107 °C (225 °F).

To remove cap with the engine warm, it is advisable to unlock cap by turning it up to the first notch, and to let the steam escape before removing the cap completely.

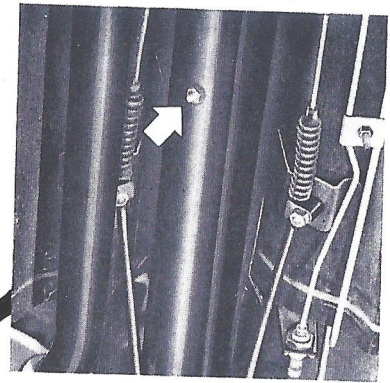
**EVERY 3,000 MILES
(5 000 km)**

LUBRICATE UNDER PRESSURE

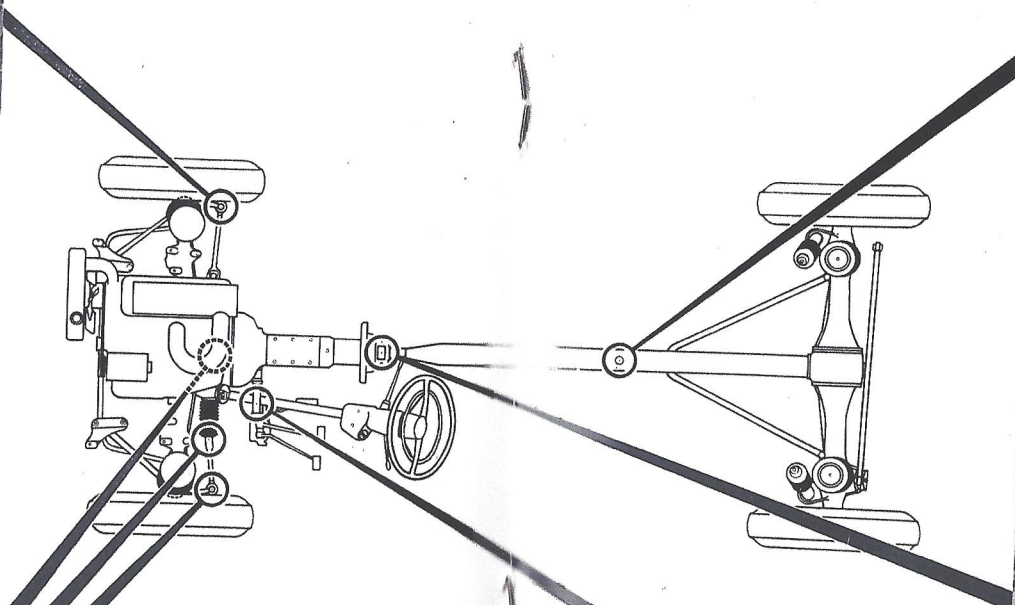
with ESSO MULTIPURPOSE GREASE H (11 NIPPLES)



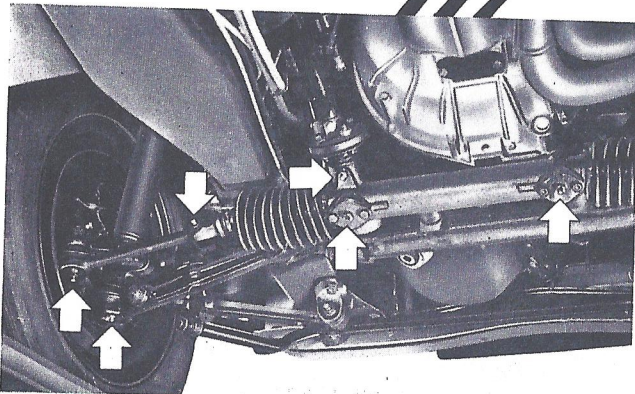
R.H. steering pin
R.H. connecting link
ball and socket



Propeller shaft bearing



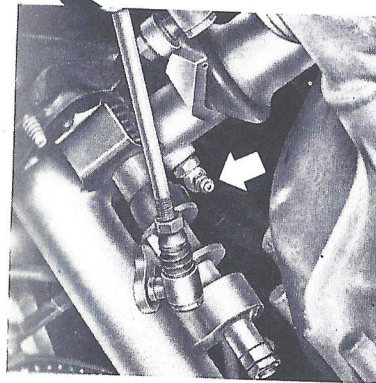
L.H. steering pin



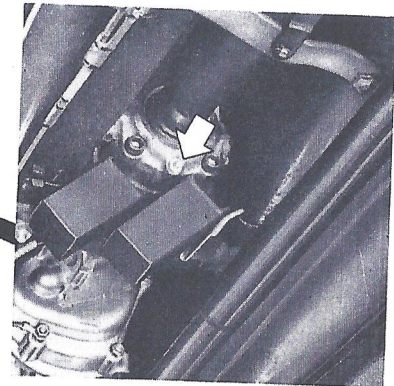
L.H. connecting link
ball and socket
(2 nipples)

Steering gear
housing
(moderately)

Steering gear
rack
(2 nipples)



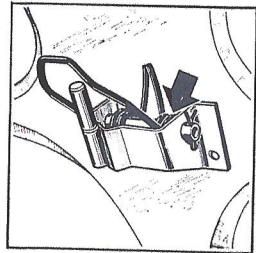
Clutch pedal



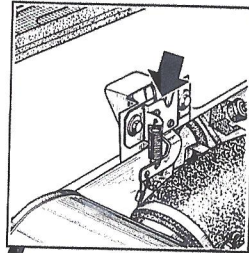
Torque tube spherical head

**EVERY 3,000 MILES
(5 000 km)**

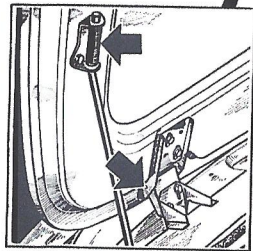
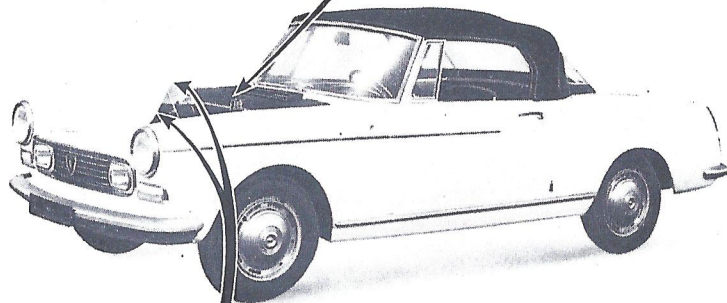
*Lubricate with oil can
using ESSO HANDY OIL*



Bonnet lock



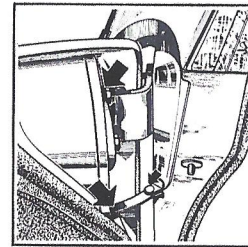
Bonnet latch



Hinges and sprag

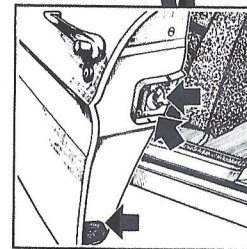
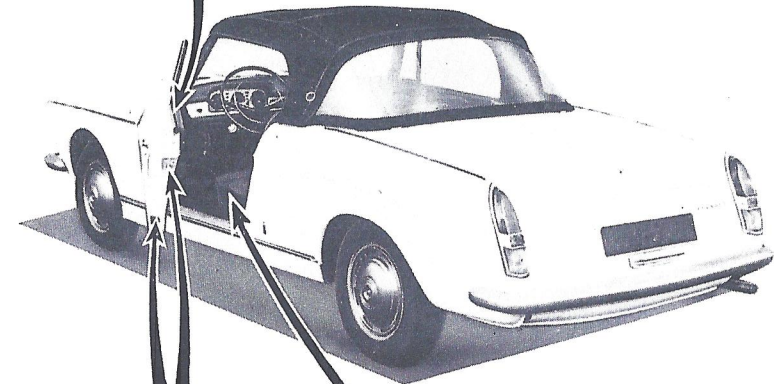
**EVERY 3,000 MILES
(5 000 km)**

*Lubricate with oil can
using ESSO HANDY OIL*



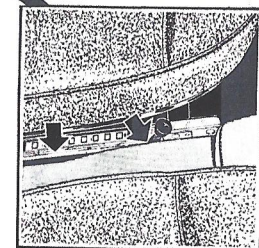
Door hinges

Door stops



Door handle
push knobs
(a few drops of
glycerin)

Door locking
ratchets
and straple

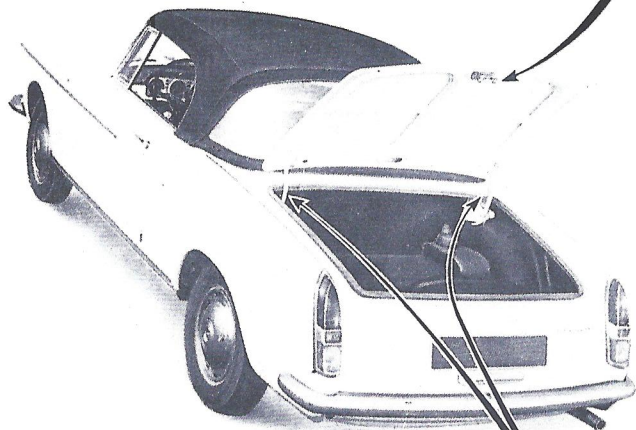
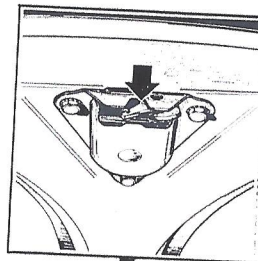


Seat slides
and
hinge fittings

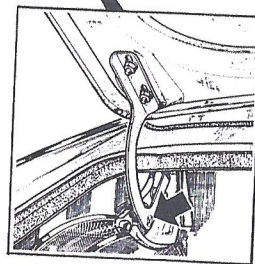
**EVERY 3,000 MILES
(5 000 km)**

*Lubricate with oil can
using ESSO HANDY OIL*

Luggage boot safety catch



Boot lid hinge fittings



**EVERY 6,000 MILES
(10 000 km)**

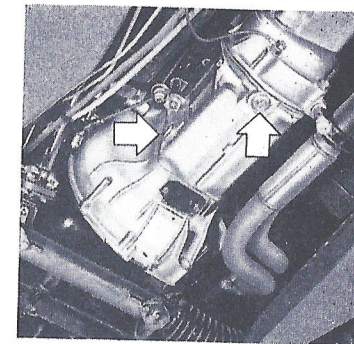
Drain and refill

GEARBOX

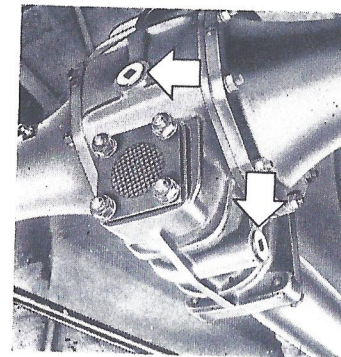
1.250 l (2 1/4 pints)

ESSO EXTRA MOTOR OIL

20 W/30/40



REAR AXLE



1.400 l (2 1/2 pints)

ESSO GEAR OIL VT

or if unavailable

ESSO GEAR OIL GP 90

These oils cannot be mixed.

CAUTION

Under no circumstances should the rear axle special oil be mixed with another lubricant.

If any doubt exists as regards the type of oil previously used, the rear axle should be thoroughly drained and carefully flushed with a 50/50 mixture of benzol and alcohol; the rear axle should then be refilled with fresh oil.

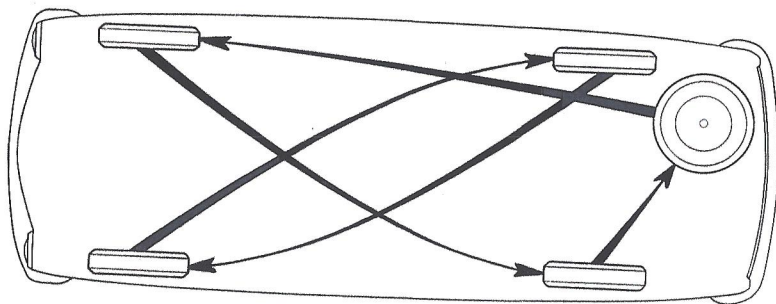
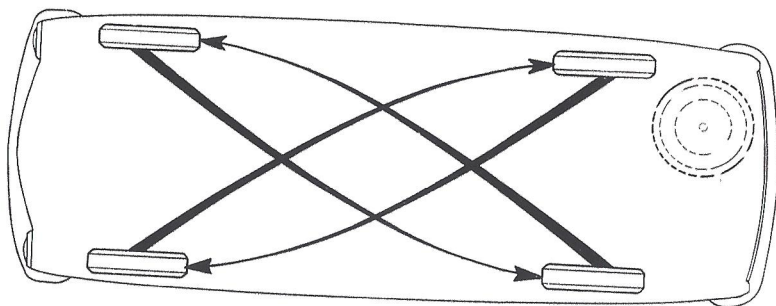
EVERY 6,000 MILES (10 000 km)

Tyres

For increased service life, interchange wheel positions according to either of the diagrams below. Do not forget to inflate each tyre to the appropriate pressure (page 6).

Very important

Never turn the Michelin XAS Tyres on the wheel rim. The tyre's edge bears the reference mark "côté extérieur" (outer side).



Wheel balancing

Each front wheel should be statically and dynamically balanced after each tyre repair, as well as at the time of each periodical interchange of position.

EVERY 6,000 MILES (10 000 km)

Distributor

Check breaker points gap: $0,4 \pm 0,05$ mm ($.016 \pm .002$ ").

Check spark advance setting: 0,85 mm (.033") before T.D.C.

Idle running adjustment

Check idle rpm: 650 rpm. If necessary, adjust as indicated on page 44.

Magnetic Fan

Check air gap (p. 43).

EVERY 9,000 MILES (15 000 km)

Sparking plugs

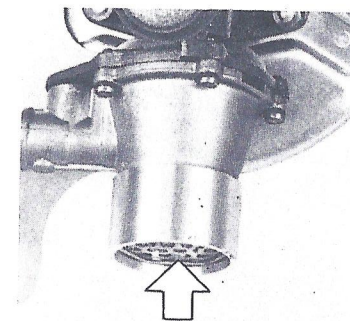
It is advised to replace with new plugs of the same type (page 42).

Hydrovac air cleaner

Replace air intake filter element by removing the locking ring and screen.

This operation should be carried out at more frequent intervals if the car is used in an extremely dusty atmosphere.

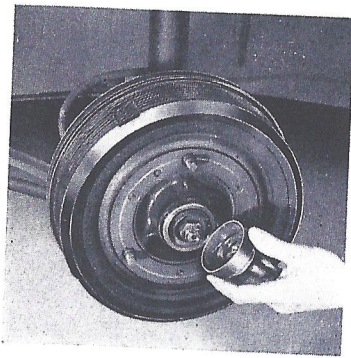
Note: This filter element should never be oiled.



**EVERY 12,000 MILES
(20 000 km)**

Engine air cleaner

Replace cartridge with a new one.



Front wheel hub caps

Use no more than about half an ounce (the size of a walnut) evenly distributed at the bottom of the cap.

*ESSO MULTIPURPOSE
GREASE H*

Brake system

Drain, refill, and bleed.

Use only **Lockheed 55 fluid**.

IV - MISCELLANEOUS ADJUSTMENTS

The various operations described under this heading should always be carried out by official Peugeot Concessionaires or Agents.

Make an appointment with your dealer and do not wait until the last day to go to the garage.

Workshops are always extremely busy just before vacation time. This point should be taken into consideration when scheduling the repairs or adjustments to be made to your car.

Timing

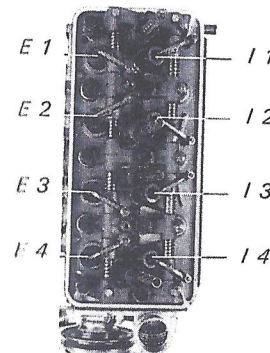
For timing, clearance between N° 1 cylinder rockers and valve stems should be adjusted to 0.028" to decrease cam slope increment. With this clearance, the settings should be as follows:

	Angular setting on engine flywheel	Corresponding piston stroke
Intake opening lead	0 deg. (T.D.C.)	0
Intake closing lag	30 deg. 30'	2.72"
Exhaust opening lead	35 deg.	2.69"
Exhaust closing lag	4 deg. 30'	0.007"

Rocker clearance should be brought back to normal values after timing has been checked.

Rocker adjustment

This should be carried out when the engine is cold, i.e. when it has not been running for at least 6 hours.



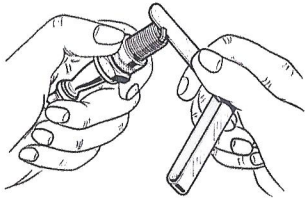
The clearances between rocker arms and valve stems should be as follows:

Intake valves **.004" (0,10 mm)**

Exhaust valves: **.010" (0,25 mm)**

Set the following valves at full opening	To adjust the following rockers
E ¹	I ³ E ⁴
E ³	I ⁴ E ²
E ⁴	I ² E ¹
E ²	I ¹ E ³

Sparking plugs



The sparking plugs should be of the following type:

AC : 44 XL

MARCHAL: 35 HS

The installation of unsuited plugs on the engine for which they were designed can ruin same.

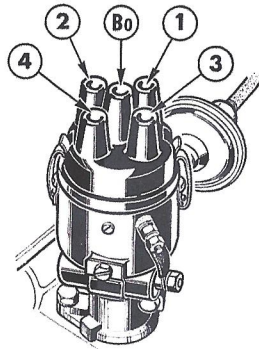
Electrode gap: .024" (0,60 mm).

Distributor

Firing order: 1-3-4-2.

Spark advance: 0,85 mm (.033") before T.D.C. i.e. 11° at the flywheel.

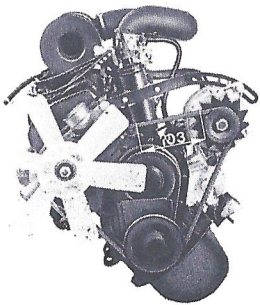
The correct gap between contact breaker points is 0,40 mm (.016").



Alternator belt tension

After a few hours' operation, the belt may seem to be loose; it nevertheless keeps on driving the alternator pulley correctly.

Belt tension must be adjusted with a **cold** engine, by tilting the alternator after loosening the sector screw; an elongation of 2 to 3 per cent must be obtained.

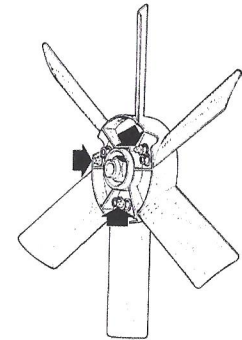


Magnetic self-disengaging fan

Check air gap and adjust if required.

Normal air gap is 0,35-0,40 mm (.014-.016"); reset to this value if necessary.

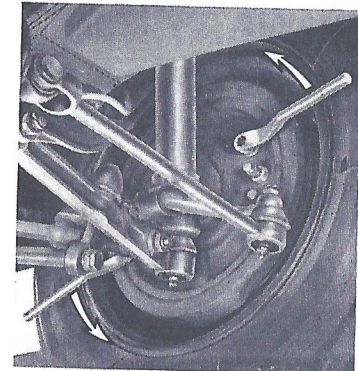
In case the fan permanently fails to engage when the thermometer pointer reaches the red sector on the dial, the fan can be engaged permanently by tightening the three adjustment screws moderately, after loosening the corresponding lock nuts.



Brakes

Brakes should be adjusted when the free movement of the pedal is excessive before positive braking action begins.

- Jack the car so that one front wheel can turn freely. Always turn the wheels in the direction of **forward movement** of the car.
- Using a wrench, rotate one of the adjustment squares in the direction of forward movement until the shoe locks the drum.
- Slightly rotate the square in the opposite direction until all interference between shoe and drum has disappeared.
- Proceed as above for the other adjustment square on the same brake. The brake shoes of the wheel are thus correctly adjusted.

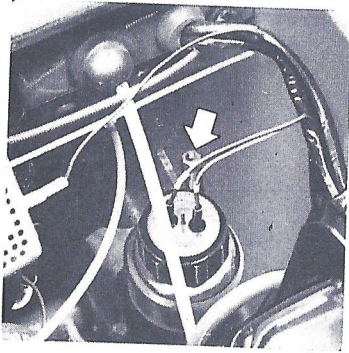


Use the same procedure for the other front wheel.

For the rear wheels, the rear adjustment square should be rotated in the opposite direction.

Never alter the adjustment of the brake pedal, which has been set by the manufacturer.

Brake lines should be thoroughly free from trapped air.



Clutch

The clutch pedal should be allowed to travel freely over a 30-35 mm (1.2-1.4 in) "safety" clearance before the clutch becomes disengaged.

To adjust the free travel distance, rotate the clutch control rod nut in the required direction.

Carburettor

The 404 is equipped with a SOLEX downdraught type 34 PBICA 3 carburettor fitted with a heating system.

The carburettor is set to ensure adequate engine performance regardless of season, under normal operating conditions.

The original settings should never be altered.

Idle running adjustment (with engine warm)

It is extremely important to check the good working order of the timing system and its correct adjustment before setting the idle running.

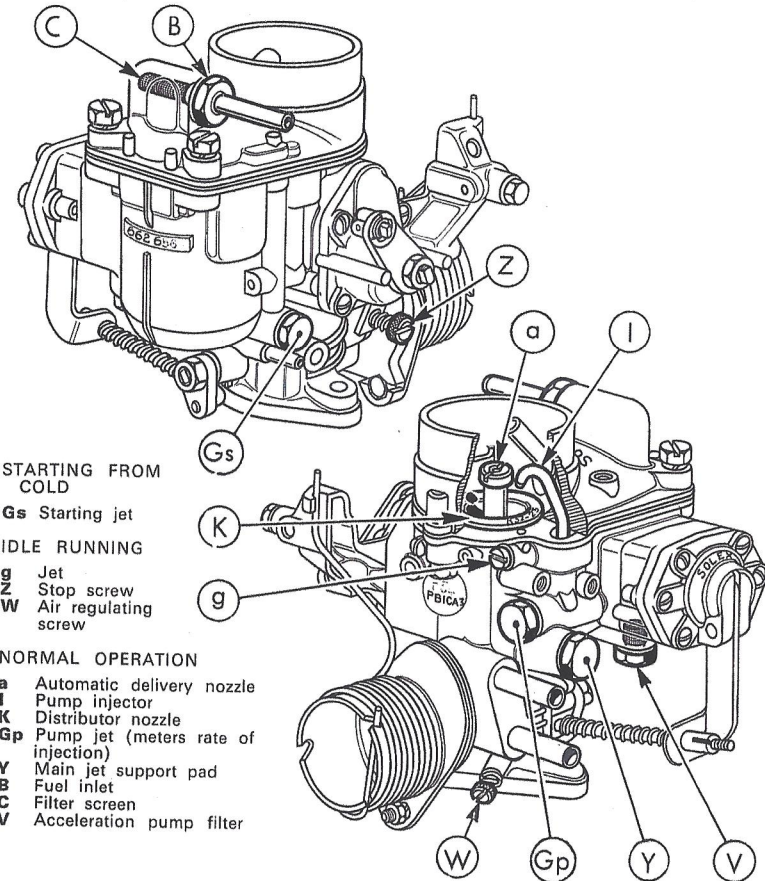
Engine should be warm: engagement of magnetic fan.

— Adjust idle running screw **Z** to obtain about 670 r.p.m.

— By means of the richness screw **W**, find the maximum rev.

— Unscrew slowly screw **Z** to bring engine speed down to about 670 r.p.m.

— Tighten screw **W** till a sudden drop of the engine speed, then slacken it to the required minimum position to get 650 r.p.m.



Should any difficulty be met with in adjusting the idling speed, the carburettor flanges and joints should be examined for possible air leakage.

Air cleaner

The air cleaner on the carburettor should be disassembled and the cleaning element flushed according to the instructions p. 27.

V - PRACTICAL HINTS

Radiator

Due to the active circulation of water within the engine cooling system and to the intentional delay in the opening of the thermal switch, permitting quicker heating action when the car is started, water level in the radiator is maintained at 2 inches approximately below the filler orifice, and as the water is stirred vigorously by the action of the pump, any excess amount will overflow during the first few miles.

It is therefore pointless to fill the radiator beyond the above level.

Besides, frequent topping up in excess of the normal level will result in lowering the percentage of anti-freeze.

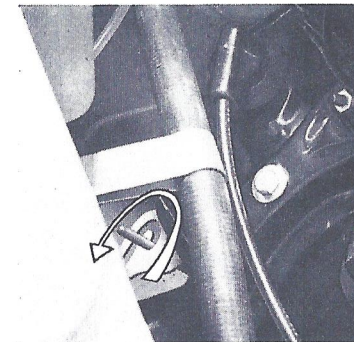
DRAINING THE COOLING SYSTEM

(for flushing or repair purposes only)

When draining the cooling system, always provide for the recovery of the anti-freeze solution (except at time of yearly flushing operation).

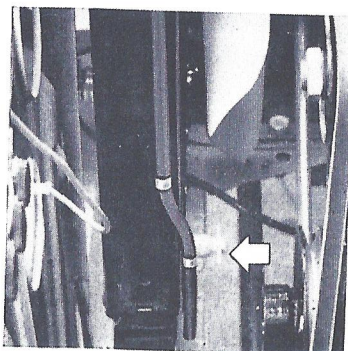
Draining is accomplished as follows:

- Remove radiator filler plug.
- Set air conditioning control lever **1** (page 14) to the "warm" position to permit draining of the heating system radiator.
- Free drain valve control rod from closing position, and move it to its full open position.



Make sure drainage is normal.

- Open drain cock located at the bottom rear end of the radiator.



When filling the radiator, check the cylinder-block plug seal ring for proper tightness and make sure that drain cock is closed.

When the engine has been in operation for a few minutes, and after the heating system radiator has filled up completely, check the engine radiator for proper level.

Radiator core

Check for cleanliness; have it cleaned if necessary, using compressed air directed from the engine side of the radiator towards the front end of the car.

Battery

A 12 Volt, 55 Ampere-hours battery is located under the bonnet, at the left of the engine.

Under normal operating conditions, the alternator output is sufficient to keep the battery fully charged.

If the car is left inactive for a prolonged length of time, proper battery maintenance should include a monthly charge (see page 31).

Always keep the battery fully charged, which gives adequate protection from damage by frost.

Battery terminals are equipped with "Arelco" protectors.

When re-installing the battery after charging or replacement with a new battery, smear "ESSO MULTIPURPOSE GREASE H" on half the height of the protectors before installing them.

Parking lights

The parking lights on either front wing are used with the direction indicators as extra flashing lights, and are therefore elements of increased safety.

Operation of the parking lights as direction indicators is not available unless the parking light control switch is centered.

Table of bulbs

Headlights	Headlight-dimmer, special Eurocod, 12 V — 45/40 W
Iodine projectors of front grille	Halogen bulb 12 V — 55 W
Front and rear flashing lights	BA. 15 s — 12 V — 15 W
Rear side lights/stop	BA. 15 d — 12 V — 18/4 W
Front side lights Boot light	BA. 15 s — 12 V — 4 W
Instrument panel light Oil pressure warning light Flasher indicator warning light Choke warning light Main beam light	BA. 9 s — 12 V — 2 W FB
Brake system warning light	BA. 9 s — 12 V — 4 W
Interior light	Oblong 10 × 42 — 12 V — 7 W
Parking lights	Socket E 10 Concealed bulb 14 V — 0,25A

Front lighting

The front side lights and flashers are twinned under a two colour cover.

Rear lighting

The rear wing lighting assembly incorporates 2 separate lights, as follows:

- *Top:* Red side lights and stop lights.
- *Bottom:* Yellow flasher.

Headlights

When dipped for crossing, these "Eurocod" type headlights offer the main advantage of lighting the road side over a greater distance than the middle of the road.

The projectors mounted on the front grille are fitted with Halogen bulbs.

The light beam is accurately adjusted at time of installation; this adjustment will not vary appreciably.

However, should readjustment become necessary this should be effected as follows:

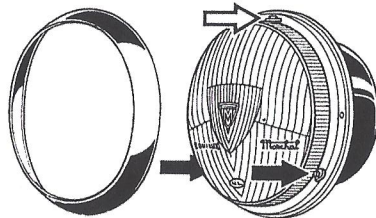
- Remove the rim.
- *For vertical adjustment:* rotate screw marked with a white arrow.
- *For lateral adjustment:* rotate screw (or screws) marked with a black arrow.

Optical head removal

The procedure will vary depending on the different types of headlights.

MARCHAL

Lift the piano wire spring at the top. The optical head will swivel about the lower hook which acts as a hinge and maintains the head assembly in disengaged position.



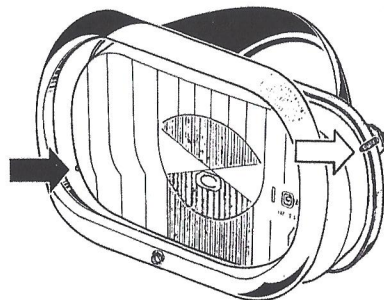
For complete removal, disengage the lower hook.

CIBIE

Lift the spring at the top R.H. side.

Disconnect the lower attachment fitting.

At time of re-installation ensure that the lower hook is well positioned.



Replacing a bulb.

After having removed the rim and disconnected the optical head:

- *For headlights proceed as follows:*

Free the retaining collar by unclamping both retaining springs towards the exterior.

Remove the bulb and disconnect the connector socket by pulling it axially. Do not move the beam adjustment lever.

Install the new bulb by engaging the collar locating prong into the notch. Fold back both retaining springs on to the collar.

Fully engage the connector socket on to the bulb pins.

Re-install the optical head and rim.

- *For front grille projectors proceed as follows:*

Free spring to remove bulb.

To insert the new bulb, hold it by its extremity without touching the glass of the bulb, and engage the hook in the notch provided, then connect the wire.

Re-install the optical head and rim.

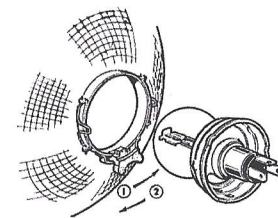
Changing traffic side

When changing from right hand side traffic to left hand side traffic or vice versa, it is mandatory to alter the direction of the dip light beam.

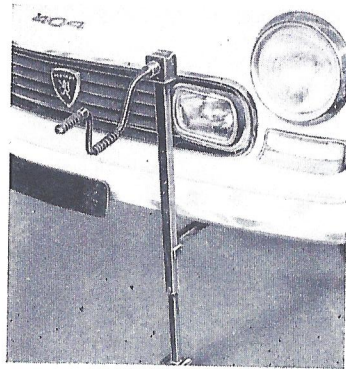
Re-adjustment of the dipped light beam is obtained by modifying the position of the bulb within the optical head assembly.

Proceed as follows:

- Remove bulb as for replacement.
- Push the guide lever in the required direction.
- *For right-hand traffic:* move lever to the left **2**.
- *For left-hand traffic:* move lever to the right **1**.
- Install bulb by positioning the guide boss into the notch thus exposed and observing all precautions described above "Replacing a bulb".



Using the jack



At time of car delivery, the jack and its crank are to be found in the luggage boot, with the spare wheel.

To raise the car or change a wheel, use the square supports provided at the front and rear of the car.

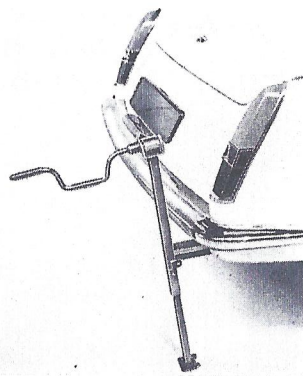
Changing a wheel

Make sure handbrake is set and one gear engaged (1st or reverse) and proceed as follows:

- Properly chock wheel opposite that to be lifted.
- Remove hub cover and slacken wheel attachment nuts before lifting car.
- Install jack in support square closest to wheel to be changed and lift car.
- Remove and replace wheel, tighten attachment nuts and install hub cover.

As soon as possible bring tyre to correct inflation pressure as indicated in table (page 6).

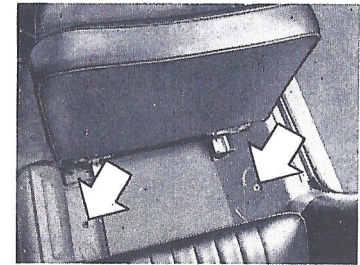
The front wheels should be statically and dynamically balanced after a wheel has been repaired, and at time of periodic change over of the wheels.



Safety belts

Four attaching points are provided on the floor, behind the front seats, for optional installation of safety belts to be used by the driver and front passenger.

The safety belts should be of the approved type according to the regulations enforced in the countries in which they are used.



BODYWORK

Washing

Do not:

- Wash your car in full sunshine, or outside during frosty weather.
- Use excessive water pressure.
- Mix paraffin or other ingredients with the water, as this might dull the finish.

Do:

- Soften and loosen the mud by using plenty of water.
- Use a sponge for washing your car, but avoid rubbing hard with the sponge.
- Rinse the car with plenty of water.
- Wipe your car with a well rinsed washleather.

Leather upholstery

Leather upholstery should be cleaned at regular intervals using a very clean, soft cloth dipped in tepid soapy water. Follow with a careful rinse. Use a mild, non-caustic soap, such as toilet soap.

Dry and polish with a soft dry cloth.

Avoid the following:

- Rain water, which is very often contaminated by atmospheric pollution.
- Polish paste, petrol and detergents, as well as all types of special creams for leather. These products contain solvents which will, at length, stain the leather.

Interior cloth upholstery

- *Removing stains:* Use "F" petrol (petrol containing no additive) or drycleaner's rectified benzine, and swab lightly the stained area.

Never use trichlorethylene or normal petrol, which would damage the cloth and make it lose its pliability.

Any other spot-removing procedure should be avoided, as it would irremediably stain the squabs.

- *Drycleaning and brightening up the upholstery:* Washing the cloth gives good results, but necessitates stripping and rebuilding the squabs, which is both difficult and costly.

"Dry plastic foams" obtained by emulsion in a small amount of water are commercially available and can be used with good results. First of all, the cloth should be thoroughly freed from any trace of dust; the product should then be spread on the cloth using the special sponge provided; stains and soil can thus be removed.

Leatherette upholstery

Leatherette upholstery can either be brushed or washed with a sponge dipped in a mixture of water and a wetting agent such as Manet, Exagon, Paic, Omo, Erganol, etc. In some difficult cases, petrol may be used, but use of any other stain-removing agent, such as trichlorethylene, should be avoided.

Leatherette is normally semi-mat, and users are strongly cautioned against trying to give it a shining appearance by means of a wax-base product or any other commercially available product. The original appearance can be restored by merely wiping with a dry cloth.

Plastic material accessories

Plastic material and plexiglas accessories can easily be cleaned using clear or soapy water.

In no case should trichlorethylene, petrol, tar-remover or any other similar product be used, as these products may damage some plastic materials.

Polishing

Any commercial product may be used on the synthetic paint of the various models of our production.

Windows

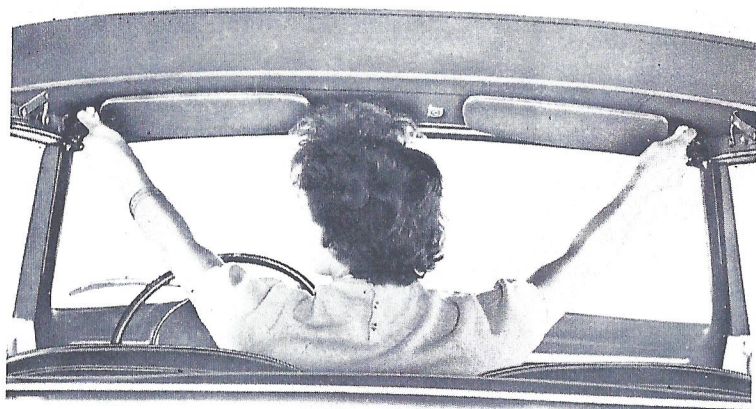
Windscreen and windows may be cleaned with a spray of any appropriate product.

When this is done, wipe off with a clean dry cloth.

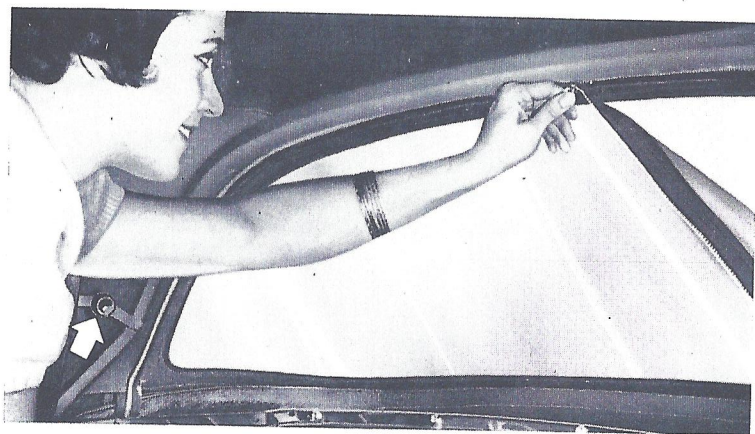
Do not omit to clean the windscreen wiper blades which might spread dirt over the windscreen.

FOLDING THE TOP

From inside the car:



Unlock both left and right top attachments at upper part of the windshield pillars by pulling the locking handles until the striker is released.



To open rear window slide zip fastener runner across the top to the opposite side until completely opened.

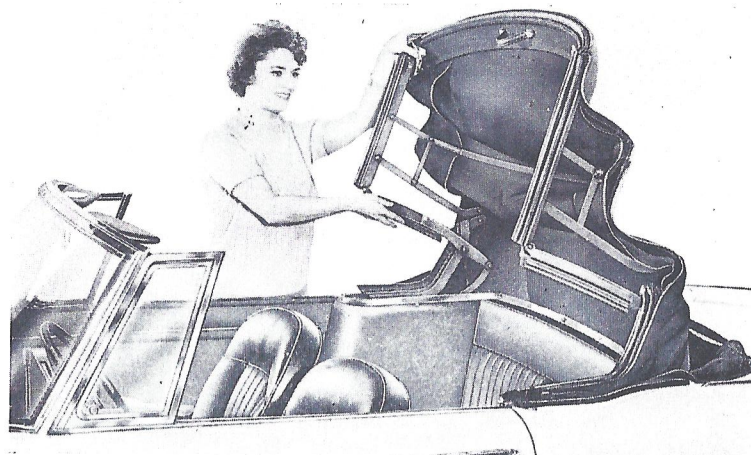
From outside the car:

Release both side snap fasteners, left and right, and unfasten rear window and the folding top on each side.

Fold back the rear plastic window flat against the rear panel of the top storing recess, but do not fold the panel.

Unlatch stretching links of the top rear bail by pulling button backwards (page 56).

The rear bail will come and rest at the bottom of top storing recess.



Keep folding and avoid catching the cloth in between the metal fittings. Form the pleats of the cloth between the rear bails while continuing to lower the folding top assembly in the storing recess of same.

Make sure the side reinforcement strips are folded properly; as they are being formed the pleats will fall in place against the vertical part of the storing recess.

Bring the top to the full down position in its storing recess and make sure that the cloth does not get caught anywhere between the metal fittings or in the body edges.



Protective cover installation

Assemble both rear rod hinges of the protective cover and insert hooks of rods in the metal fittings provided on the rear metal frame.



Secure protective cover fasteners.

Unfolding and installation

Remove the protective cover.

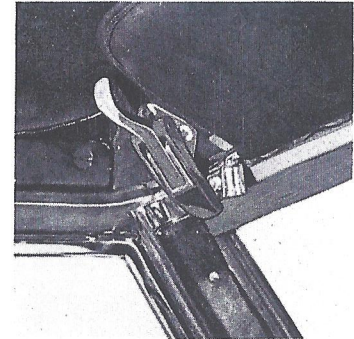
Raise the front of the top with handle of same and rotate folding top forward.

Lock stretching links of the rear top bail by pressing on button of same.

From inside the car close rear window by sliding zip fastener runner across the top to the opposite side.

Secure the side snap fasteners left and right and make sure the self-adhering fastener sits well on the sides of the rear window and the rear plate panel.

From inside, bring each location stud of the front fixation so that it is aligned with its slots on top of the windscreen pillars.



Lock one side after the other, holding the top in place by means of the handle.

Top maintenance

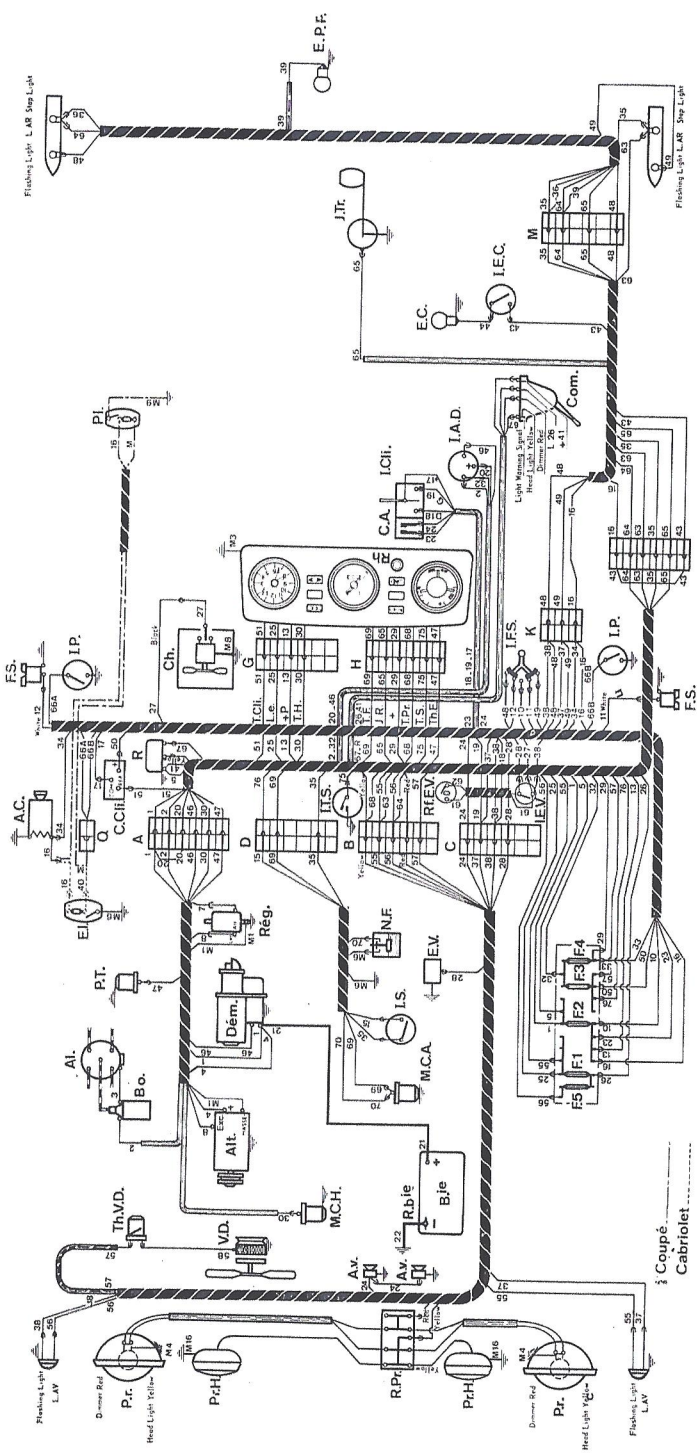
Our tops are double cloth faced with a rubber sheet in between. These should be beaten and brushed when dry.

They may then be washed with clear or slightly soapy water.

Petrol or benzol used to clean would destroy all waterproofness.

Greases and oils are also to be avoided.

Never fold the top when wet, in order to avoid shrinkage and mildew that would destroy water proofness.



WIRING DIAGRAM

A - Q	F. 5. Fuse, 15 Amps	P. T. Socket, water thermometer
A. C. Connectors	F. S. Parking light	R. Signalling light relay
Al. Distributor and Condenser	I.A.D. Ignition switch and starter control	Rbje. Main battery switch
Alt. Alternator	I. Cli. Switch, flashing indicator	R. Pr. Headlight beam relay
Av. Horn	I.E.C. Switch, rear boot light	Rég. Voltage regulator
Bie. Battery	I.E.V. Switch, wiperscreen wiper	Rf.E.V. Wiper "Relifix" switch
Bo. Ignition coil	I.F.S. Parking light selector switch	Rh. Instrument panel light rheostat
C. A. Horn switch.	I. P. Door switch	T. Cli. Flashing indicators warning light
C. Cli. Flasher indicator unit	I. S. Switch, stop lights	T. H. Oil pressure warning light
Ch. Heating and air conditioning equipment	I.T.S. Choke warning light switch	Th. E. Water thermometer
Com. Lighting switch	J. R. Fuel quantity indicator	Th.V.D Self-disengaging fan thermo switch
Dem. Starter, solenoid type	J. Tr. Fuel quantity transmitter	T. F. Brake warning light
E.C. Rear boot light	L.A.R. Rear side light	T. Ph. Headlight warning light
E. I. Interior light	L.A.V. Front side light	T. S. Choke warning light
E.P.P. Licence plate light	L. E. Instrument panel light	V. D. Self-disengaging fan
E. V. Windscreen wiper	M.C.H. Oil pressure switch	
F. 1. Fuse, 15 Amps	M.C.A. Pressure switch, brake power system	
F. 2. Fuse, 15 Amps	N. F. Brake fluid level switch	
F. 3. Fuse, 8 Amps	Pr. Projector	
F. 4. Fuse, 15 Amps	Pr. H. Halogen Projector	

NOTES

Tournon-Paris

JUL 14 1967

EXTRACT FROM THE GENERAL SALES CONDITIONS

1. Models. — Under no circumstances should any price lists or advertising matter of any kind, or any displayed vehicles be construed as a firm tender of the manufacturers' models. The manufacturers reserve the right to apply any modifications they may deem desirable to their production vehicles without any obligation whatsoever as regards embodiment of such modifications to vehicles previously delivered or ordered.

Printed in France