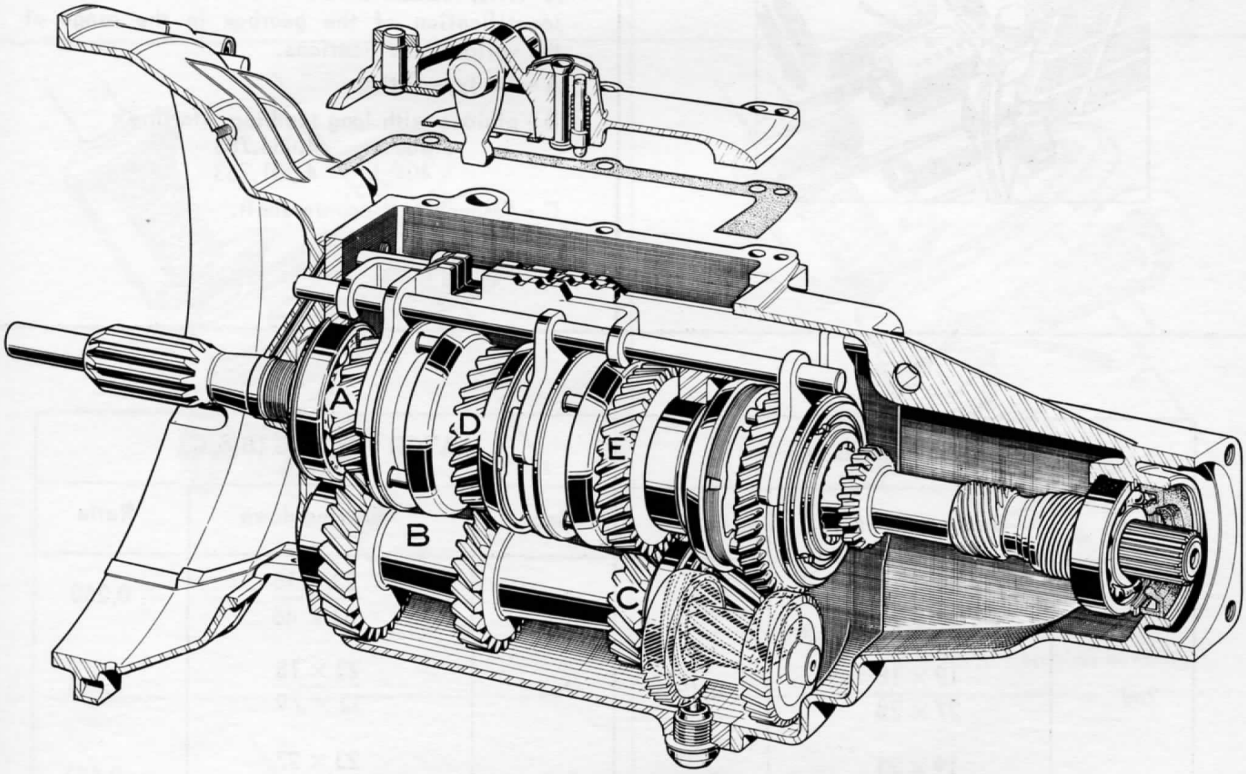
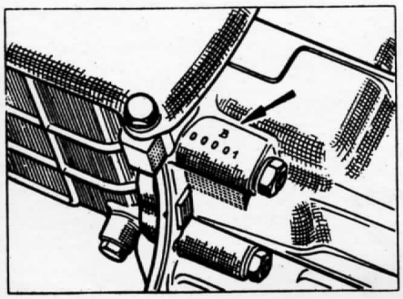
3 - GEAR BOX



A - Drive shaft
B - 3rd speed counterdrive
C - 2nd speed counterdrive
D - 3rd speed pinion
E - 2nd speed pinion

TECHNICAL DESCRIPTION



The gearboxes bear a serial number stamped on the back of the rear housing.

A letter marked before this number permits the identification of the gearbox in the range of the various modifications.

A - 1st type fitting.

B - pinions with long toothing, starting :

404 4.036.783

404 J 4.501.763

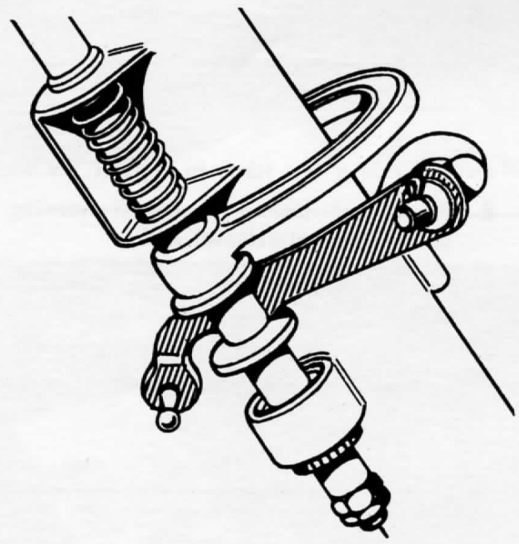
C - "Monobloc" countershaft.

EARLY FITTING (A)			LATER FITTING (B & C)		
Gear	**Gearing down**	**Ratio**	**Gear**	**Gearing down**	**Ratio**
1st	$\frac{19 \times 16}{27 \times 46}$	0,245	1st	$\frac{23 \times 16}{32 \times 46}$	0,250
2nd	$\frac{19 \times 18}{27 \times 28}$	0,452	2nd	$\frac{23 \times 18}{32 \times 29}$	0,446
3rd	$\frac{19 \times 23}{27 \times 23}$	0,704	3rd	$\frac{23 \times 27}{32 \times 28}$	0,693
4th	*top*	1	4th	*top*	1
Rear	$\frac{19 \times 16 \times 25}{27 \times 27 \times 46}$	0,227	Rear	$\frac{23 \times 16 \times 25}{32 \times 27 \times 46}$	0,231

The pinions of 1st and 2nd fittings are not interchangeable. However, the whole of the gearing is interchangeable, but this slightly modifies the gearing ratios.

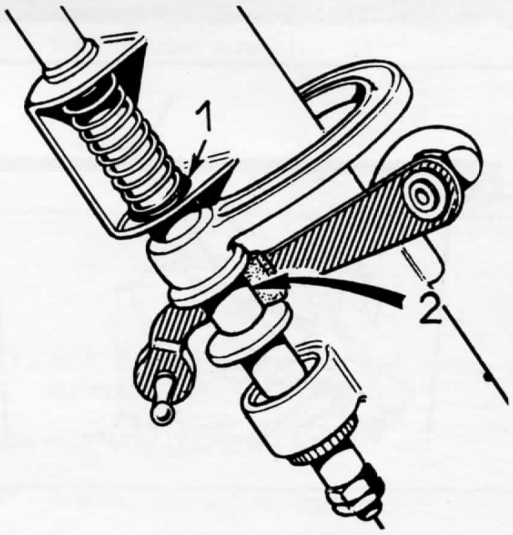
GEAR SHIFTING CONTROL

EARLIER FITTING

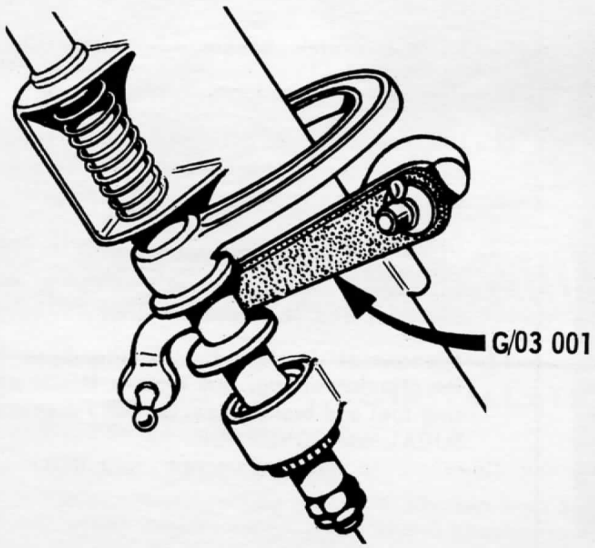


LATER FITTING

Starting N° 404 4.013.541
404 J 4.500.742



In above figure : 1 = Nylon washer
2 = Anti-vibration bushing.



Repair solution on 1st type fitting.

In order to suppress the noises from the gear shift, install a plastic shim.

(See sketch herenext).

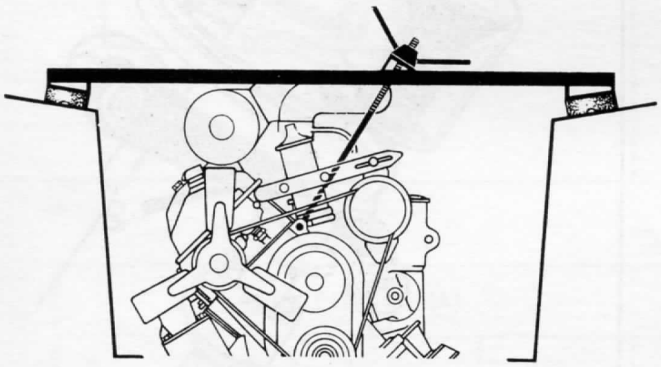
The shim n° G/03.001 is available at the Spares Management.

REPAIR METHOD

1 - Disconnect battery and install wing protective covers.

2 - Install support cross beam n° **8.0116** in position.

3 - Insert rod into suspension eyelet below ignition coil.

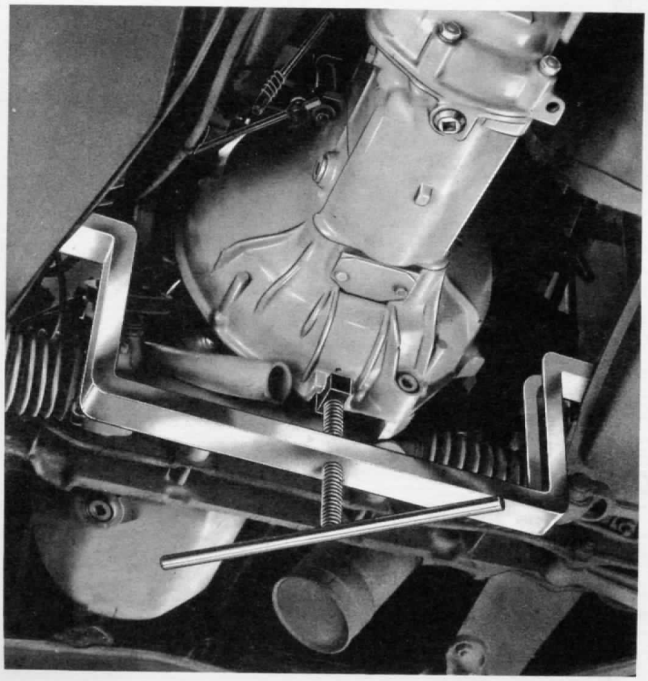


4 - Screw in a few turns to support the engine.

5 - Disconnect starter at clutch housing and unlock front attachment lug.

6 - Remove clutch thrust bearing lubricating tube.

7 - Disconnect clutch jackshaft bearing (12 mm. extension wrench) and release return spring.



8 - Install support saddle n° **8.0103 Z** in position (with special fitting end n° **8.0103 ZC** for 404 cars).

9 - Remove clutch housing protective plates.

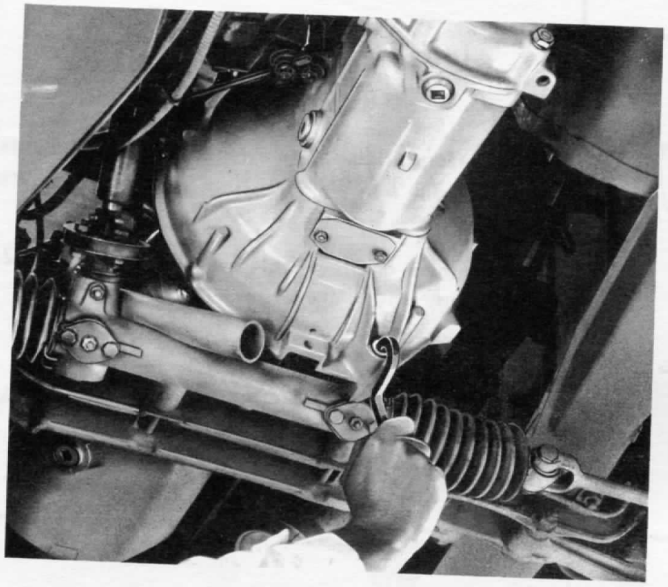
10 - Disconnect speedometer control.

11 - Unscrew the two nuts from clamp securing exhaust pipe to manifold as well as nut securing clamp to rear gearbox housing.

12 - Disconnect gear controls at ball heads.

13 - Disconnect brake control cables at brake equilizer and floor connections.

14 - Disconnect Lockheed hydraulic hose from its attachment lug, and remove flange securing fuel and brake lines. On 404 J disconnect SUBAL and GOVERNOR.



15 - Remove rear engine mount support fixation screws.

16 - Disconnect shock absorbers at axle tubes (Nylstop nuts).

17 - Disconnect stabilising bar at L.H. axle tube (two 10 mm. bolts).

18 - Remove the 4 screws securing the torque tube ball joint cover (clear body to reach the two upper screws).

19 - Jack up rear end of car and remove rear springs.

20 - Work rear axle to the rear.

21 - Remove rear engine mount.

22 - Withdraw support saddle.

23 - Screw in support cross beam rod to clear clutch housing from steering column.

24 - Remove clutch jackshaft.

25 - Remove the 3 Allen screws securing the clutch housing (using wrench nº **8.0202** is imperative to remove the screw on the steering gear side).

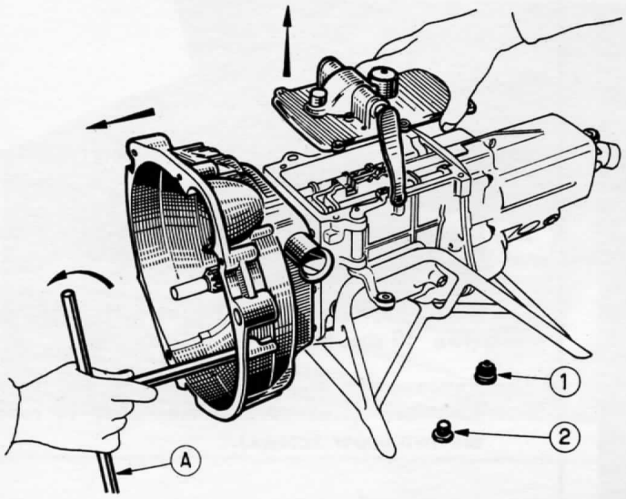
26 - Take out gearbox.

RE-INSTALLATION PROCEDURE

Reverse the removal procedure.

SPECIAL PRECAUTIONS

- *before re-connecting rear axle, slacken front support cross beam screw to permit gearbox aligmennt.*
- *install support saddle under clutch housing to facilitate reinstallation of rear mount.*
- *replace rear shock absorber attachment Nylstop nuts.*



DISMANTLING OPERATIONS

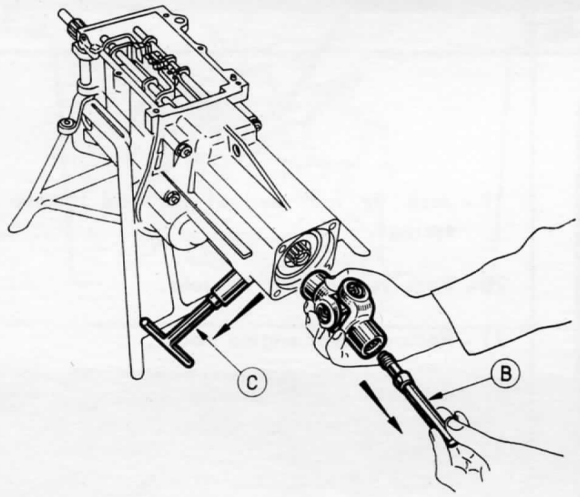
To perform these operations, the tool chests **8.0301 Y, 8.0302** and the stake **8.0304** are necessary.

1 - Remove oil level plug **1** and drain plug **2**. Drain thoroughly.

2 - Install assembly on stake **8.0304.**

3 - Remove clutch housing, using wrench **A.**

4 - Remove gearbox cover.



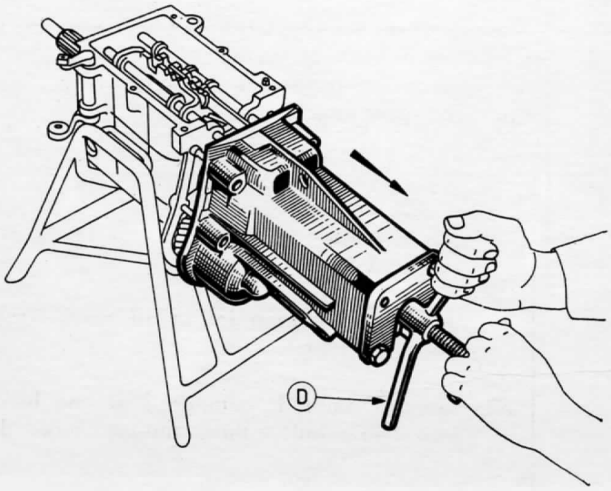
5 - Engage two speeds - 4th and reverse.

6 - Remove Allen screw from universal joint, using fitting end **B.**

7 - Remove universal joint.

8 - Remove speedometer drive sleeve attachment screw ; remove speedometer drive, using puller **C.**

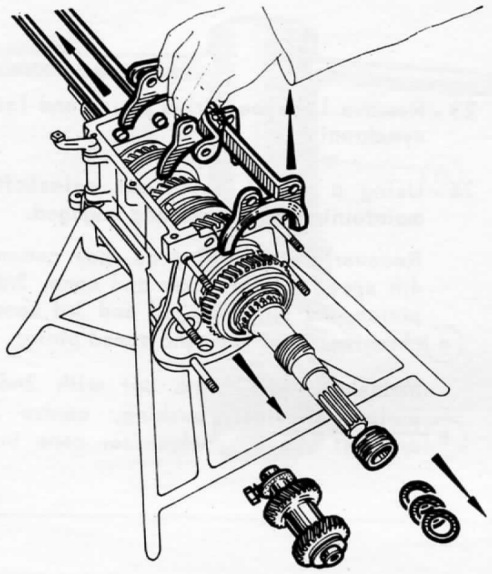
9 - On cars fitted with Jaeger coupler, remove Governor.



10 - Remove the **6** rear housing attachment nuts and washers.

11 - Remove rear housing, using puller **D.**

Recover bronze washer between rear bearing and rear seal.

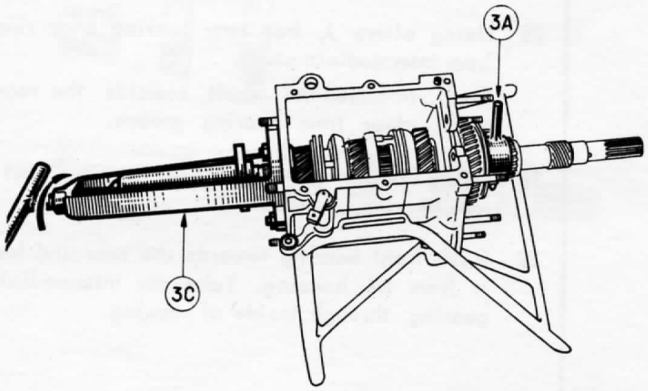


12 - Remove adjustment shims and speedometer drive screw from mainshaft.

13 - Remove reverse gear spindle lock screw.

14 - Remove spindle, reverse idler pinion and its washers.

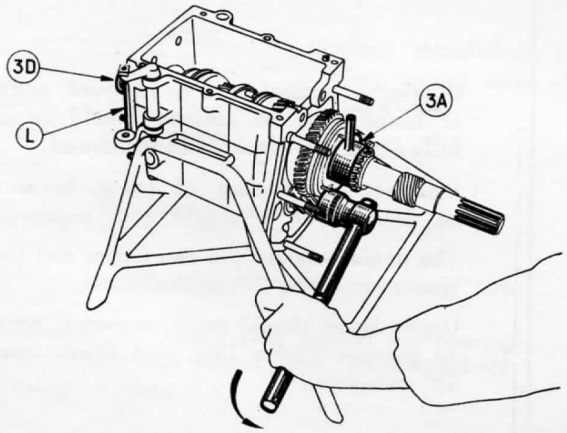
15 - Remove selector fork axis pins and selector. forks.



16 - Install fork **3 A** which holds 1st speed engaged.

17 - Make sure 4th remains engaged.

18 - Using puller **3 C**, pull out drive shaft assembly complete with bearing, protecting washer, lockring and nut. Remove puller **3 C**.

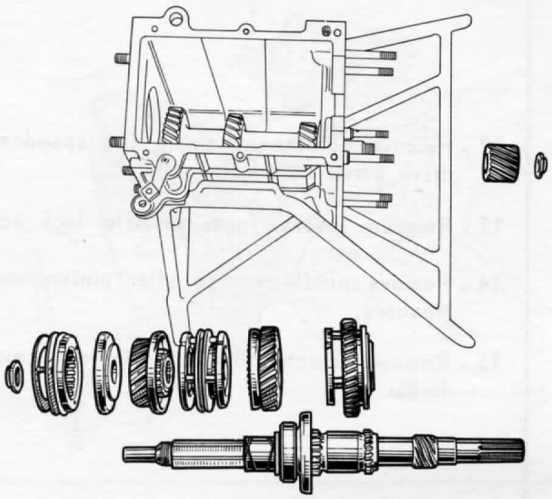


19 - Install plate **L** fitted with wrench **3 D**, while maintaining 4th speed dog engaged, and at the same time engage 2nd speed.

20 - Unlock pinion locknut on mainshaft, using wrench **3 D**.

21 - Unlock and remove 1st speed pinion locknut from intermediate shaft.

22 - Remove plate **L**, wrench **3 D** and locknut from mainshaft, then remove fork **3 A**.

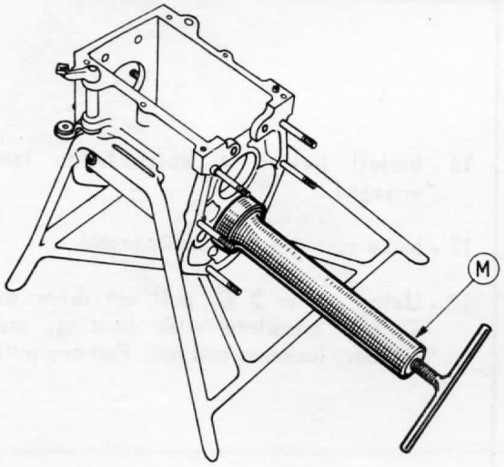


23 - Remove 1st speed drive pinion and 1st speed synchronizer.

24 - Using a mallet, drive out mainshaft while maintaining 4th speed dog engaged.

Recover the following as they comme out : 4th speed synchronizer and cone, 3rd speed pinion and bushing, 2nd and 3rd speed synchronizer and hub, 2nd speed pinion.

Mainshaft will come out with 2nd speed pinion shoulder bushing, centre bearing and 1st speed synchronizer cone in place.

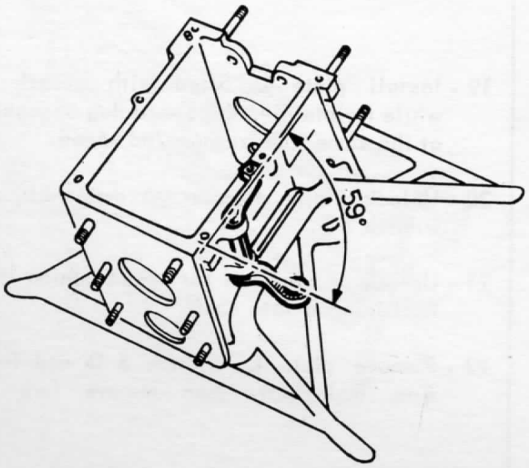


25 - Using pliers **J**, free rear bearing snap ring from intermediate shaft.

Push intermediate shaft towards the rear until clear from bearing groove.

26 - Using puller **M** and spacer **N**, pull out rear bearing.

27 - Push front bearing towards the rear and free it from its housing. Take out intermediate gearing through inside of housing.



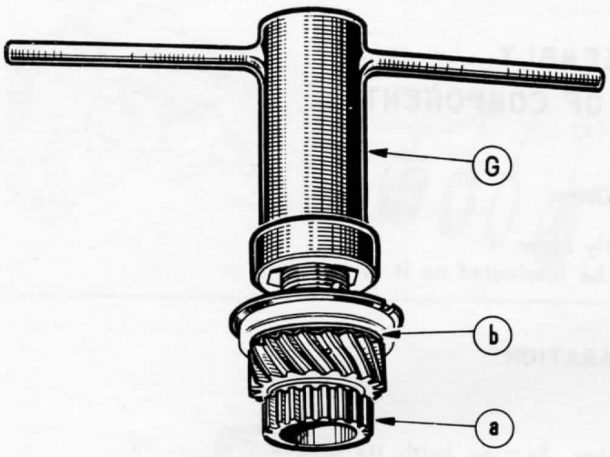
Selector control

If selector control is to be removed, position of lower lever on splines should be carefully noted after locknut is withdrawn.

Incorrect positioning of lower lever may be detrimental to proper gear engagement.

The angle between the two (upper and lower) levers should be 59° approximately.

Upper lever should point rearward, parallel to gearbox centre line, and lower lever at 59° outwards.



STRIPPING

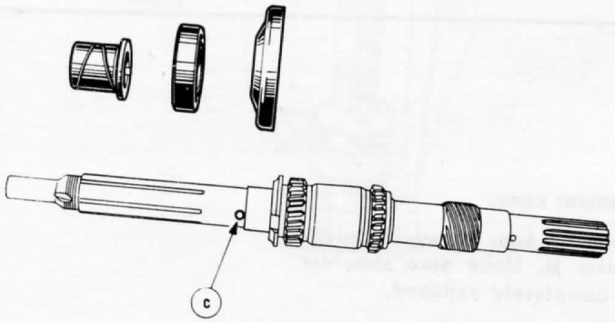
DRIVE SHAFT

1 - Hold drive shaft through 4th speed dog **a**.

2 - Unlock and remove bearing locknut (L.H. thread, wrench **G**).

3 - Remove snap ring using puller **K** and remove bearing.

Recover protecting washer **b**.



MAINSHAFT

1 - Remove 2nd speed pinion shoulder bushing.

2 - Remove stop pin **c**.

3 - Remove bearing using puller **M** fitted with shells **3 E**.

4 - Remove 1st speed synchronizer cone.

COUNTERSHAFT

1 - Hold shaft firmly in position, by clutching 2nd speed idler pinion in vice fitted with lead jaw.

Gearboxes marked A or B

2 - Unlock and remove front tightening nut.

3 - Remove 3rd speed idler pinion and bearing by driving 2nd speed idler pinion stud off, using a press.

Gearboxes marked C

2 - Remove circlip, thrust washer and bearing.

REASSEMBLY
PREPARATION OF COMPONENTS

PRELIMINARY CONDITIONS

All parts should be perfectly clean.
Each component part will be lubricated as it is assembled.

PREPARATION

Drive shaft

1 - Install protective washer, bearing (with its groove turned outside) and nut. Torque to 45 - 60 ft.lb.

2 - Stake nut to shaft milled portion.

3 - Install snap ring in bearing groove.

Mainshaft

1 - Install 1st speed shychronizer cone.

2 - Install intermediate bearing to bear on synchronizer cone, using body of puller **M**. Make sure shoulder bushing stop pin hole is completely exposed.

Fit in pin.

3 - Install shoulder bushing, engaging pin into the appropriate recess in the bushing.

Intermediate Shaft

Gearbox with **A & B** ref. Mark

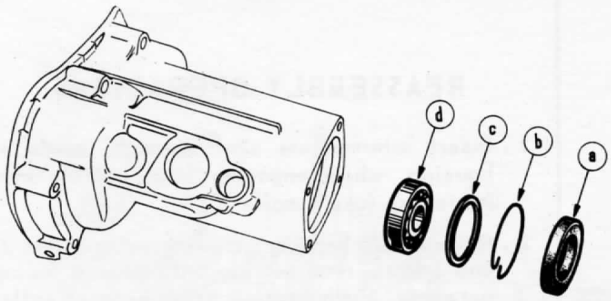
1 - Using a press, install 3rd speed idler pinion and front bearing on 2nd speed idler shaft.

2 - Screw in nut, torque to 45 to 50 ft/lb. and stake.

Gearbox with **C** ref. Mark

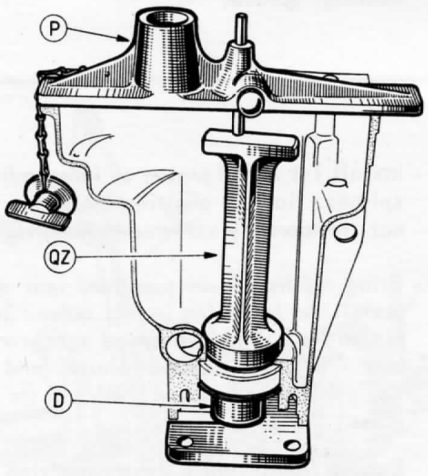
1 - Using a press, install front bearing.

2 - Install backing washer and arresting circlip.



REPLACING REAR BEARING IN REAR HOUSING

Remove : Seal ring **a**
Bearing lock ring **b**
Adjustment shim **c**
Bearing **d** (using drift)



The thickness of the shim required to hold bearing in its housing without any side play should be determined at time of reassembly. This shim is to be inserted between bearing and lock ring.

Three different thicknesses are available : 1.90 2.00 and 2.10 mm.

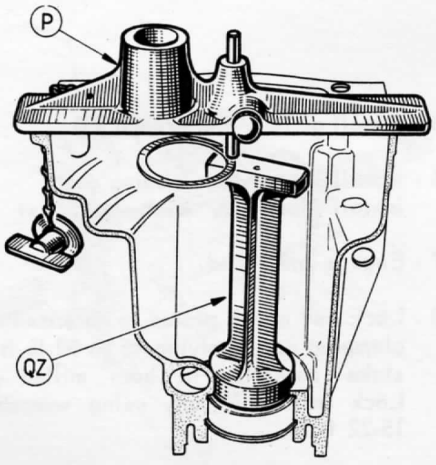
To do this, proceed ad follows :

1 - Install new bearing without shim, but with the lock ring.

2 - Install puller **D** and its spacer in order to hold bearing against housing shoulder.

3 - Place block **QZ** on bearing and gauge **P** on housing upper face.

Bring gauge rod into contact with block and lock in position.
(uppermost position of bearing).

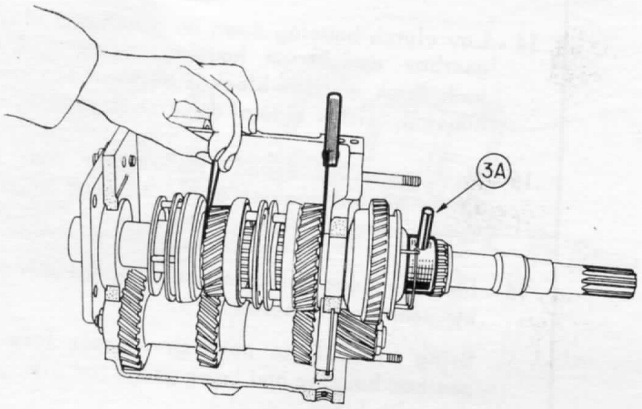


4 - Remove gauge **P** and block **QZ** and then puller **D** and spacer. Using a drift, bring bearing to its full down position (against lock ring).

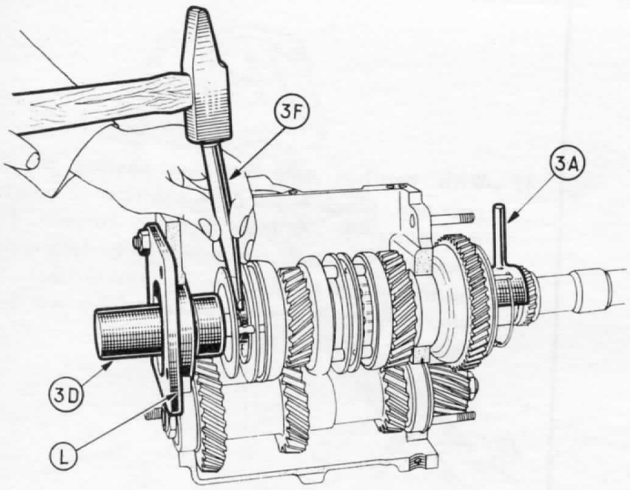
5 - Reinstall block **QZ** and gauge **P** without disturbing gauge rod. The distance between them is the thickness of the shim to be inserted between bearing and lock ring.

6 - Move bearing back onto bearing housing shoulder, remove lock ring, insert shim as determined in 5 above and reinstall lock ring.

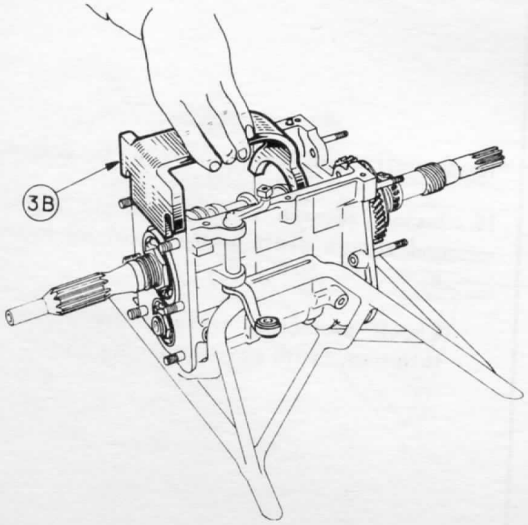
7 - Install seal ring when throughly checked.



9 - Using a set of thickness gauges, check clearance between 2nd speed pinion and pinion bushing shoulder (this should be .012 to .024 inch), as well as between 3rd speed pinion and 4th speed main gear (same clearance).



10 - If proper clearances are obtained, withdraw wrench **3D** until mainshaft locknut is freed, and stake locknut to both opposite milled portions, using punch **3F**.

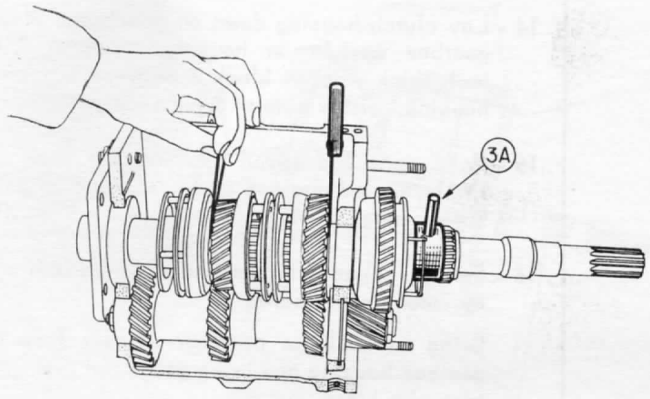


11 - Remove plate **L**, wrench **3D** and fork **3A**.

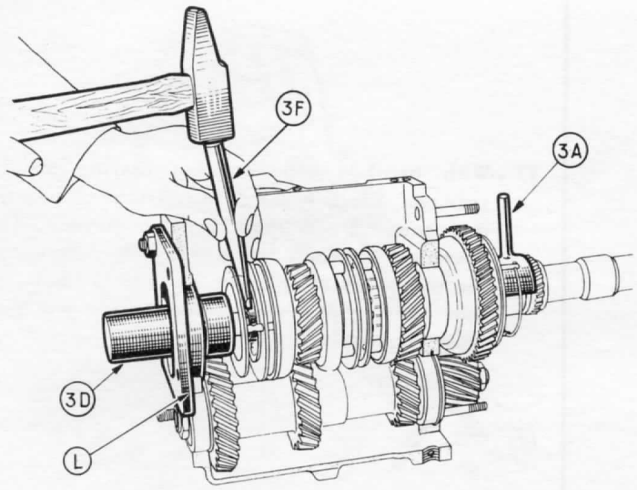
12 - Install drive shaft with bearing fitted with its lock ring, Tap with a mallet until lock ring is firmly bottomed in its recess.

13 - Install gauge **3B** and attach it to gearbox front face by means of two nuts.

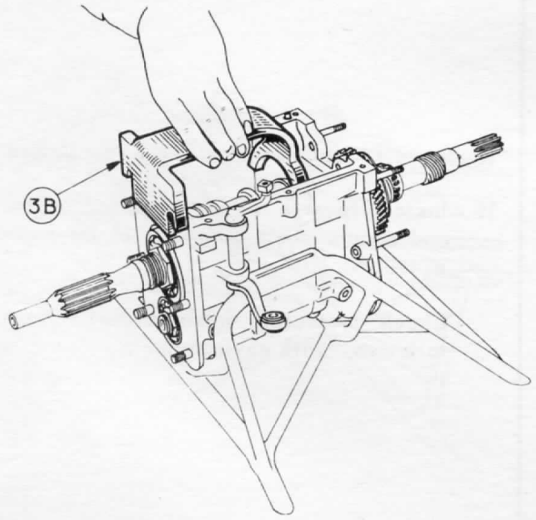
With gearbox at neutral, gauge fork should fit into synchronizer, and 2nd speed pinion cone should come to rest on it when box is placed vertically.



9 - Using a set of thickness gauges, check clearance between 2nd speed pinion and pinion bushing shoulder (this should be .012 to .024 inch), as well as between 3rd speed pinion and 4th speed main gear (same clearance).



10 - If proper clearances are obtained, withdraw wrench **3D** until mainshaft locknut is freed, and stake locknut to both opposite milled portions, using punch **3F.**

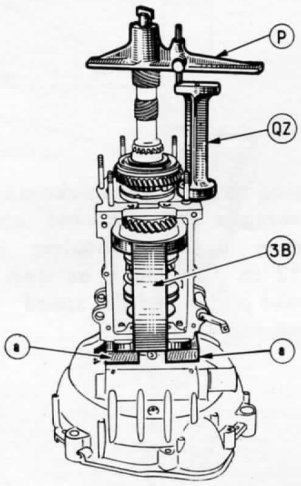


11 - Remove plate **L,** wrench **3D** and fork **3A.**

12 - Install drive shaft with bearing fitted with its lock ring, Tap with a mallet until lock ring is firmly bottomed in its recess.

13 - Install gauge **3B** and attach it to gearbox front face by means of two nuts.

With gearbox at neutral, gauge fork should fit into synchronizer, and 2nd speed pinion cone should come to rest on it when box is placed vertically.

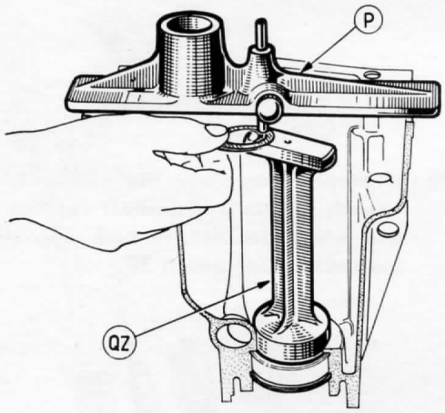


14 - Lay clutch housing down on bench and place gearbox upright on housing, using a 3/4 inch thick wooden block **a** between box and housing, either side of drive shaft.

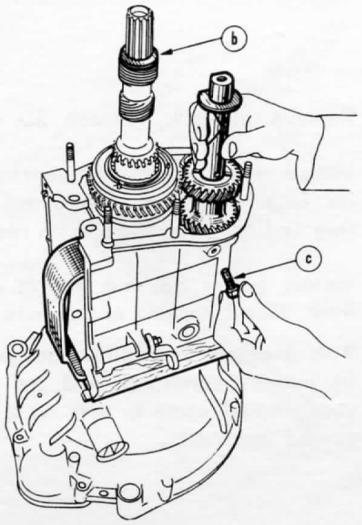
15 - Make sure 2nd speed synchronizer cone is firmly seated against gauge **3B**, and install speedometer drive worm on mainshaft.

16 - Install gauge **P** in position and hold it firmly by means of its screw.

Bring block **Q** in position on rear face of gearbox housing and bring gauge rod into contact with block.



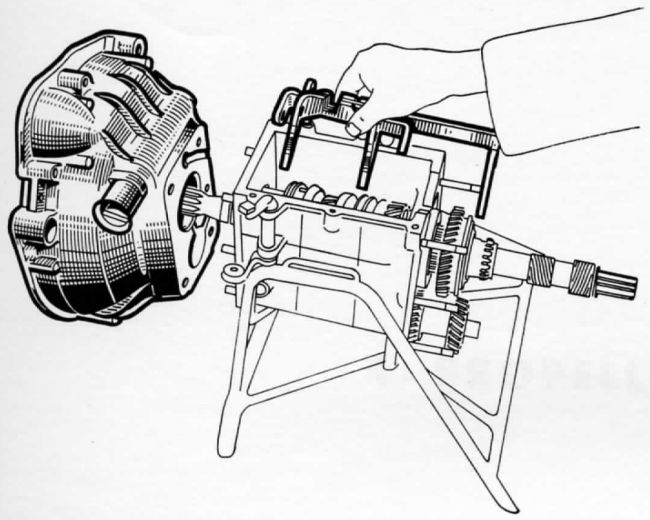
17 - With gearbox rear housing resting on its rear end, place block **Q** in position on bearing and gauge **P** on upper bearing surface. The distance between rod and block determines the thickness of shims to be inserted between rear bearing and speedometer drive worm in order to obtain proper adjustment.



18 - Install adjustment shims **b** as determined.

19 - Install reverse pinion, washers and shaft, and secure shaft by means of its lockscrew **c**.

Check protecting washers for correct installation, with cavities facing pinion.



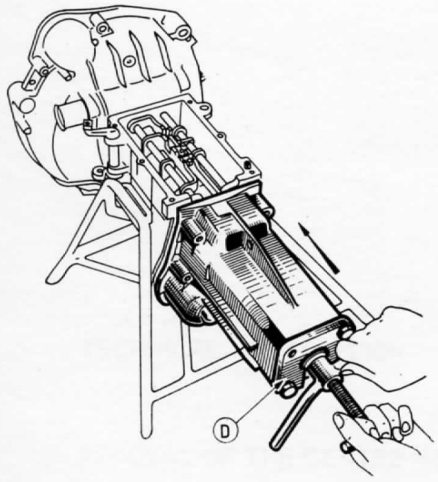
20 - Lay gearbox horizontally down onto its cradle and remove gauge **3B.**

Shafts should rotate freely when turned manually.

21 - Install selector forks and fork axis pins.

22 - Install clutch housing with oil paper seal.

23 - Check locating rings for correct positioning on rear face of gearbox housing.

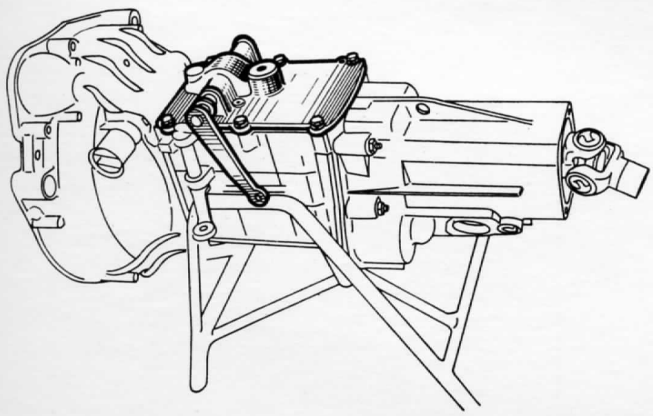


24 - Install rear housing with «Hermetic» cement, using puller **D** fitted with its spacer. Lock attachement nuts at **12,5 - 18 ft.lb.** Remove puller **D.**

25 - Install universal joint, being sure not to forget the bronze bushing.

26 - Engage 2 speeds and torque universal joint Allen screw to **50 ft.lb.** Stake with care.

27 - With gearbox at neutral, install speedometer drive assembly and governor if applicable.



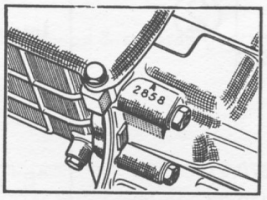
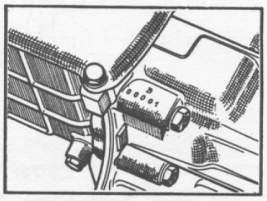
28 - Install gearbox cover and cover seal, using « Hermetic » cement.

29 - Before gearbox is reinstalled on the vehicle, engage all speeds. All should operate freely.

30 - Fill with oil to the required level.

Capacity 2,20 pints

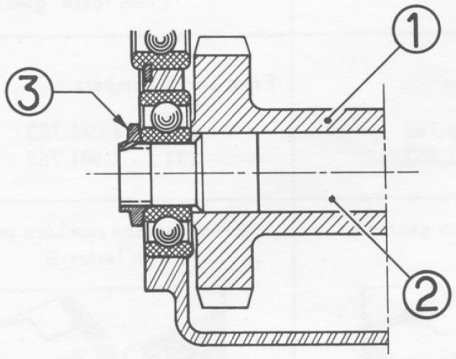
3 - GEARBOX

	Earlier installation	Later installation "Long teeth" gears
Type and serial number	Up to serial numbers : **404** - 4.036.782 **404 J** - 4.501.762	From serial numbers : **404** - 4.036.783 **404 J** - 4.501.763
Identification	Letter **A** in prefix to gearbox number 	From gearbox numbers prefixed with letter **B** 
Gear ratio — 1st	$\frac{19 \times 16}{27 \times 46} = 0.245$	$\frac{23 \times 16}{32 \times 46} = 0.250$
Gear ratio — 2nd	$\frac{19 \times 18}{27 \times 28} = 0.452$	$\frac{23 \times 18}{32 \times 29} = 0.446$
Gear ratio — 3rd	$\frac{19 \times 23}{27 \times 23} = 0.704$	$\frac{23 \times 27}{32 \times 28} = 0.693$
Gear ratio — 4th	Direct drive : 1	Direct drive : 1
Gear ratio — Reverse	$\frac{19 \times 16 \times 25}{27 \times 27 \times 46} = 0.227$	$\frac{23 \times 16 \times 25}{32 \times 27 \times 46} = 0.231$

Modified parts	P/N	Number of teeth	Pressure angle	P/N	Number of teeth	Pressure angle
Drive shaft	2301.19	19	20	2301.20	23	16° 30
Countershaft drive and 3rd speed gear	2370.21	27 23	20 20	2370.23	32 27	16° 30 16° 30
Countershaft 2nd speed gear	2371.07	18	20	2371.08	18	20°
3rd speed pinion	2335.01	23	20	2335.02	28	16° 30
2nd speed pinion	2337.14	28	20	2337.15	29	20°

INTERCHANGEABILITY - Pinions are not interchangeable separately. The complete gearset assembly is interchangeable, but gear ratios are changed slightly in this case.

GEARBOX
INTERMEDIATE GEARSHAFT



1 - 3rd speed gear { Letter "A" - P/N 2370.21 / Letter "B" - P/N 2370.23

2 - 2nd speed gear (intermediate pinionshaft) { Letter "A" - P/N 2371.07 / Letter "B" - P/N 2371.08

3 - Nut P/N 2377.02

Earlier installation

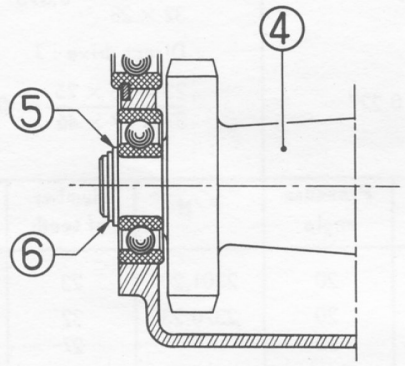
Up to serial numbers :

404 - 4.087.019
404 J - 4.503.356

Intermediate gearshaft comprising two sections.

Identification

Gearboxes marked with letters "A" or "B" (long teeth gears).



	P/N
4 - One-piece intermediate gearshat	2371.09
5 - Thrust washer	2374.15
6 - Circlip	2377.04

Later installation

As from serial numbers :

404 - 4.087.020
404 J - 4.503.357

One-piece intermediate gearshaft

Front bearing locked by snap-ring.

Identification

As from gearboxes marked "C".

INTERCHANGEABILITY - One-piece intermediate gearshaft may be installed in gearboxes marked "C" (with long teeth gears).

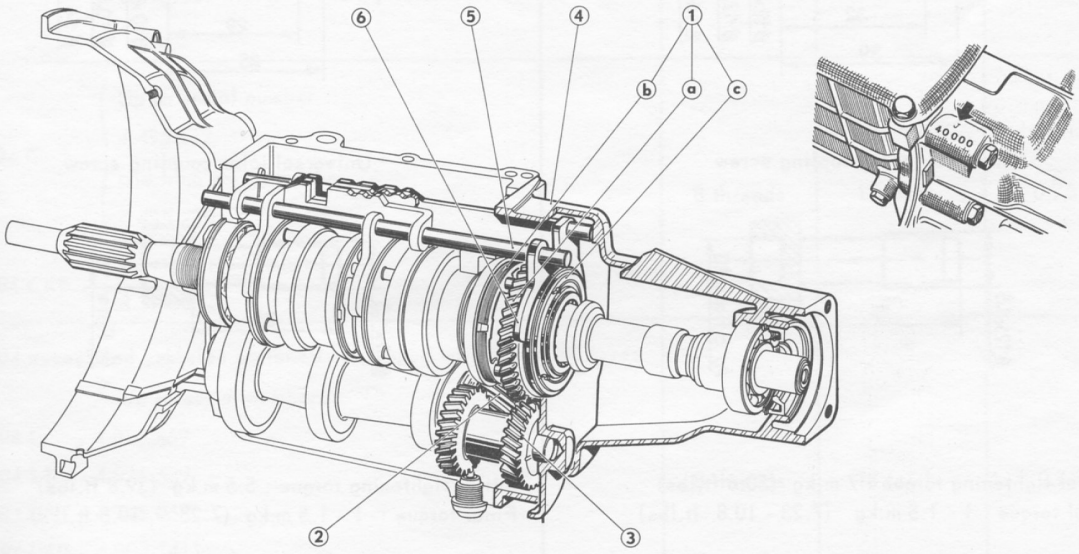
1st SPEED & REVERSE PINION - COUNTERSHAFT - REVERSE GEAR

As from serial numbers :

404	- 4.449.375
404 J	- 4.528.712
404 KF	- 4.560.009
404 D	- 4.600.732
404 C	- 4.497.277
404 CKF	- 4.592.537
404 L	- 4.842.932
404 U6	- 4.726.615
404 LD	- 4.977.972
404 U6D	- 4.905.912

The depth of the teeth has been increased by 0.43 mm and the width has been increased by 1 mm on the following parts : 1st speed & reverse sliding gear, countershaft, and reverse gear.

Therefore, the rear housing, 1st speed & reverse gearshaft fork, and gearshift fork rails, have been changed.



DESCRIPTION	Earlier installation	Later installation
1 - 1st speed synchronizer assembly, including :	2343.03	2343.04
a - 1st speed & reverse sliding gear	2344.14	2344.15
b - 1st speed synchronizer ring	2345.01	2345.02
c - 1st speed synchronizer ring centering washer	2346.01	2346.05
2 - 1st speed & reverse pinion	2370.22	2370.24
3 - Reverse gear	2381.11	2381.12
4 - Rear housing	2207.07	2207.09
5 - Gearshaft fork rails	2546.11	2546.12
6 - 1st speed & reverse gearshift fork	2553.13 *	2535.14 *

* 1st speed & reverse gearshift fork P/N 2553.13 has been installed as from April. 1962, to replace gearshift fork P/N 2553.12.

INTERCHANGEABILITY - This requires replacing all modified parts.

GEARBOX

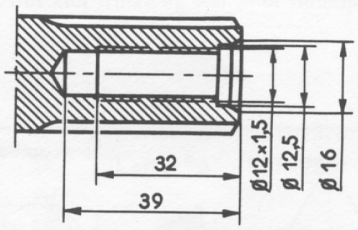
MAINSAHFT - UNIVERSAL JOINT ATTACHMENT

Earlier installation

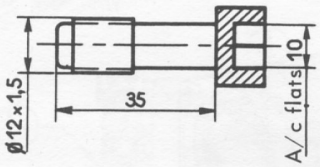
Up to serial numbers :

404	- 4.348.099	**404 L**	- 4.832.250
404 SL	- 4.350.977	**404 LD**	- 4.976.351
404 J	- 4.526.365	**404 U6**	- 4.713.296
404 KF	- 4.553.461	**404 U6D**	- 4.902.770
404 C	- 4.495.980	**404 DA**	- 3.060.206
404 CKF	- 4.591.233		

Mainshaft internally threaded to 12-mm dia. - 150



Universal joint coupling screw



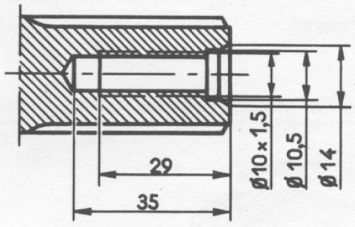
Initial tightening torque : 7 m.kg (50.6 ft.lbs)
Final torque : 1 - 1.5 m.kg (7.23 - 10.8 ft.lbs)

Later installation

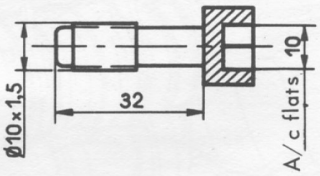
As from serial numbers :

404	- 4.348.100	**404 L**	- 4.823.251
404 SL	- 4.350.978	**404 LD**	- 4.976.352
404 J	- 4.526.366	**404 U6**	- 4.713.297
404 KF	- 4.553.462	**404 U6D**	- 4.902.771
404 C	- 4.495.981	**404 DA**	- 3.060.207
404 CKF	- 4.591.234	(Taxi-cabs)	

Mainshaft internally threaded to 10-mm dia. - 150



Universal joint coupling screw



Initial tightening torque : 5.5 m.kg (39.8 ft.lbs)
Final torque : 1 - 1.5 m.kg (7.23 - 10.8 ft.lbs)

NOTE - *Graphite grease should be used for installing the bronze washer, to avoid gearbox operating noises.*

First tighten the universal joint clamping screw to the prescribed initial torque (7 or 5.5 m. kg - 50,6 or 39,8 ft.lbs), then loosen the screw and supply the prescribed final torque : 1 - 1.5 m.kg 7.23 - 10.8 ft.lbs). Stake the screw carefully, using a bluntedged tool.

	Worm gear	Pinion	Module
404 saloon cars 404 404 J 404 KF 404 D — From beginning of series	8 threads	17 teeth	0.75
404 cabriolets & coupés 404 C — From serial number 4.495.013 to serial number 4.495.279 404 CKF — Up to serial number 4.590.051	8 threads	16 teeth	0.85
404 C — Up to serial number 4.495.012 and from serial number 4.495.280 404 CKF — From serial number 4.590.052	8 threads	17 teeth	0.75
404 associated vehicles optionally equipped with 185×380 tyres Up to serial numbers : 404 L - 4.833.469 404 LD - 4.976.539 404 U6 - 4.715.063 404 U6D - 4.903.141	8 threads	18 teeth	0.75
404 associated vehicles production-equipped with 165×380 tyres **404 associated vehicles optionally equipped with 185×380 tyres** From serial numbers : 404 L - 4.933.470 404 U6 - 4.715.064 404 U6D - 4.903.142 404 LD - From serial number 4.976.540 up to serial number 4.979.999	8 threads	19 teeth	0.75
404 LD - From serial number 4.980.001	8 threads	19 teeth	0.75

Worm gears and pinions with differing modules are not interchangeable.

GEARBOX

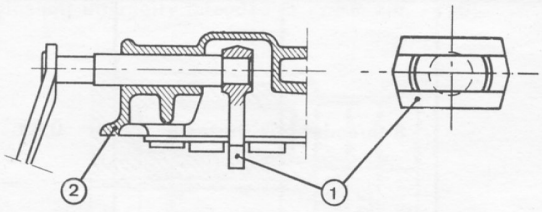
GEAR CHANGE-AND-SHIFT CONTROL

Earlier installation

1 - Gear shift fork control lever finger without chamfer

Up to serial numbers :

404	- 4.226.937	**404 U6**	- 4.700.379
404 J	- 4.506.567	**404 U6D**	- 4.900.027
404 C	- 4.495.521		
404 CKF	- 4.590.216		



2 - Gearbox cover without neutral lock

Up to serial numbers :

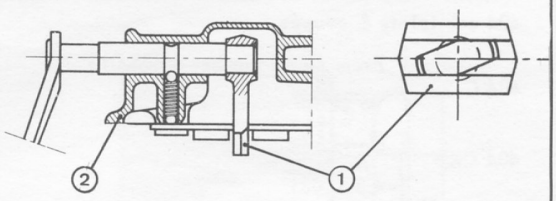
404	- 4.348.099	**404 DA**	- 3.060.192
404 J	- 4.526.365	**404 L**	- 4.832.250
404 KF	- 4.553.387	**404 LD**	- 4,976.295
404 C	- 4.495.980	**404 U6**	- 4.713.296
404 CKF	- 4.591.233	**404 U6D**	- 4.902.719

Later installation

1 - Gear shift fork control lever finger with chamfer

As from serial numbers :

404	- 4.226.938	**404 L**	- 4.825.001
404 J	- 4.506.568	**404 LD**	- 4.975.001
404 KF	- 4.550.052	**404 U6**	- 4.700.380
404 C	- 4.495.522	**404 U6D**	- 4.900.028
404 CKF	- 4.590.217		



2 - Gearbox cover with neutral lock

As from serial numbers :

404	- 4.348.100	**404 DA**	- 3.060.193
404 J	- 4.526.366	**404 L**	- 4.832.251
404 KF	- 4.553.388	**404 LD**	- 4.976.296
404 C	- 4.495.981	**404 U6**	- 4.713.297
404 CKF	- 4.591.234	**404 U6D**	- 4.902.720

Cover assemblies are interchangeable

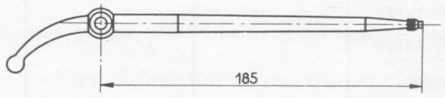
CHANGE SPEED HAND LEVER

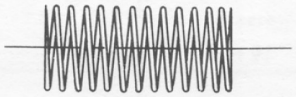
Earlier installation

Up to serial numbers :

404	- 4.210.185
404 J	- 4.525.859
404 C	- 4.495.392
404 CKF	- 4.590.086

Lever





P/N { 2401.31 / 2401.32/33 (404 J)

Change speed bar recoil spring :

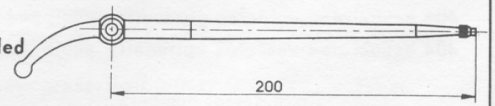
13 turns - Wire dia. : 1,6 mm - Deflection under a 1 kg load 10 mm P/N 2418.04.

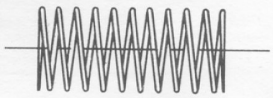
Later installation

As from serial numbers :

404	- 4.210.186	**404 KF**	- 4.550.052
404 J	- 4.525.860	**404 L**	- 4.825.001
404 C	- 4.495.393	**404 LD**	- 4.975.001
404 CKF	- 4.590.087	**404 U6**	- 4.700.001
		404 U6D	- 4.900.001

Extended lever





P/N { 2402.43 / 2401.44/45 (404 J)

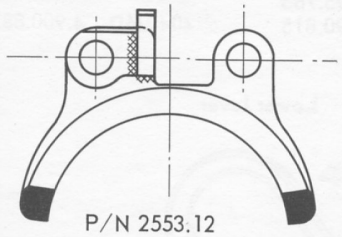
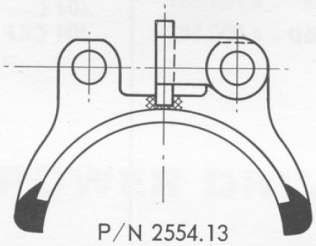
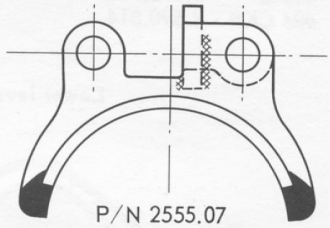
Change speed bar recoil spring : heavy duty, reinforced

11 turns - Wire dia. : 1.8 mm - Deflection under a 1 kg load : 6 mm P/N 2418.05.

Hand levers and springs are interchangeable

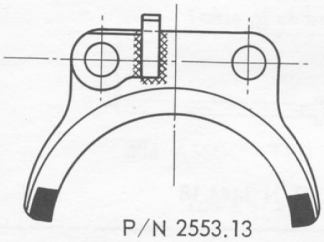
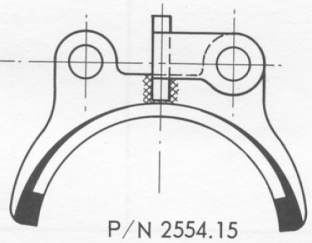
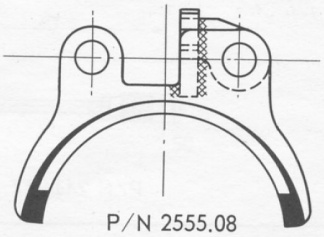
GEAR SHIFT FORKS

1st installation - Up to serial numbers : **404** - 4.193.316
404 J - 4.505.993
404 C - 4.495.208

1st speed & reverse gearshift fork	2nd & 3rd speed gearshift fork	4th speed gearshift fork
 P/N 2553.12	 P/N 2554.13	 P/N 2555.07

2nd installation - From serial numbers :

404 - 4.193.317 to 4.449.374
404 J - 4.505.994 to 4.528.711
404 KF - 4.550.052 to 4.560.008
404 C - 4.495.209 to 4.497.276
404 CKF - 4.590.001 to 4.592.536
404 D - 4.600.001 to 4.600.731
404 L - 4.825.001 to 4.842.931
404 LD - 4.975.001 tp 4.977.971
404 U6 - 4.700.001 to 4.726.614
404 U6D - 4.900.001 to 4.905.911

 P/N 2553.13	 P/N 2554.15	 P/N 2555.08

3rd installation

Following modification of 1st speed & reverse pinion and of gearbox rear housing (see page 41).

Length of 1st speed & reverse gearshift fork increased by 1 mm P/N 2553.14	2nd & 3rd speed gearshift fork and 4th speed gearshift forks are the same as for 2nd installation.

Gearskift forks rail : length increased by 1 mm ; L = 270 mm instead of 269 mm.

INTERCHANGEABILITY.

1st model 1st speed & reverse gearshift forks, and 4th speed gearshift forks may be replaced with the corresponding 2nd model gearshift forks.

2nd model 2nd & 3rd speed gearshift forks cannot be used together with 1st model 1st speed & reverse, and 4th speed, gearshift forks.

2nd & 3rd model 1st speed & reverse gearshift forks and fork rails are not interchangeable.

GERABOX
CHANGE SPEED CONTROL

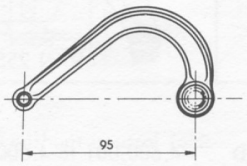
LOWER LEVER - CONTROL ROD

Earlier installation

Up to serial number :

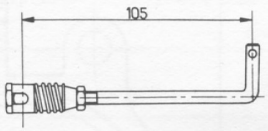
404	- 4.300.583	**404 L**	- 4.826.915
404 J	- 4.525.731	**404 LD**	- 4.975.292
404 KF	- 4.550.906	**404 U6**	- 4.704.339
404 C	- 4.495.784	**404 U6D**	- 4.900.882
404 CKF	- 4.590.814		

Lower lever



P/N { 2416.05 (L.H.D.)
P/N { 2416.06 (R.H.D.)

Control rod



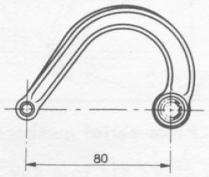
P/N 2444.17

Later installation

As from serial numbers

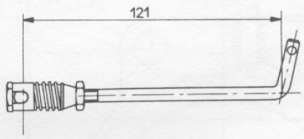
404	- 4.300.584	**404 L**	- 4.826.916
404 J	- 4.525.732	**404 LD**	- 4.975.293
404 KF	- 4.550.907	**404 U6**	- 4.704.340
404 C	- 4.495.785	**404 U6D**	- 4.900.883
404 CKF	- 4.590.815		

Lower lever



P/N { 2416.07 (L.H.D.)
P/N { 2416.08 (R.H.D.)

Control rod



P/N 2444.18

INTERCHANGEABILITY

Lower lever & control rod assemblies for both installations are interchangeable, except on 404s built prior to serial numbers :

404 - 4.262.349
404 J - 4.525.038

where the 18-mm spacer is not installed under the steering column and where control rod length is 100 mm (see class 7, page 68).