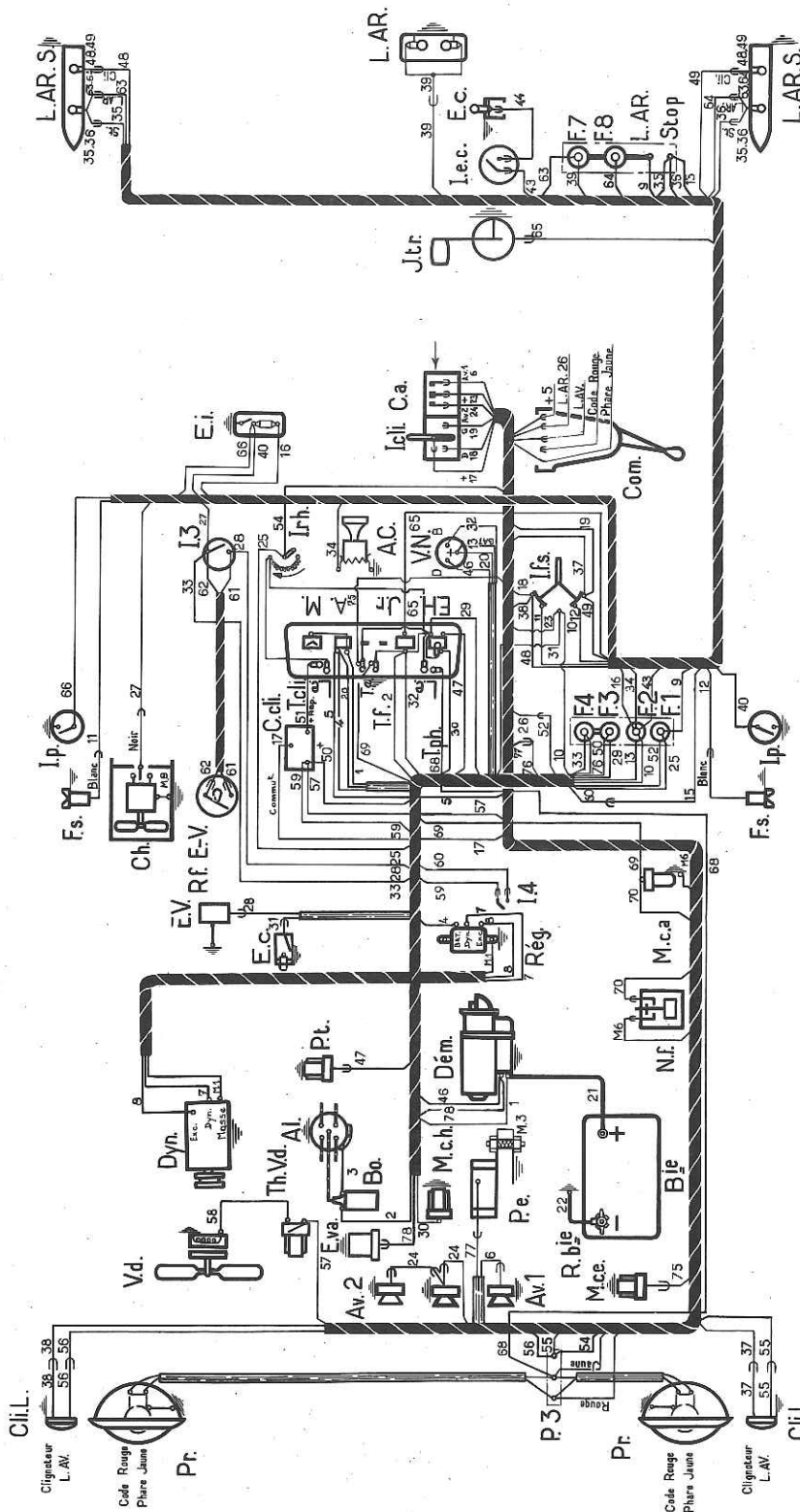


	Pages
WIRING DIAGRAM	
- Saloon with dynamo	01 01 ⁽¹⁾
- Convertible with dynamo	01 02 ⁽¹⁾
- Saloon with alternator (before the 1966 Motor Car Show)	01 03 ⁽¹⁾
- Convertible with alternator (before the 1966 Motor Car Show)	01 04 ⁽¹⁾
- Saloon with alternator (after the 1966 Motor Car Show)	01 05
- Convertible with alternator (after the 1966 Motor Car Show)	01 06
IGNITION SYSTEM	
- Distributor (XC.KF & XC.KF 1)	02 01 ⁽⁶⁾
- Distributor (XC.KF 2)	02 02 ⁽⁵⁾
- Spark plugs (XC.KF - KF 1 - KF 2)	02 03 ⁽³⁾
- Radio interference suppression wiring harness	02 04 ⁽³⁾
- Condenser	02 04 A
CHARGING SYSTEM WITH DYNAMO	
- With dynamo (XC.KF - KF 1 - KF 2)	02 05 ⁽¹⁾ to 02 07 ⁽¹⁾
- With alternator (XC.KF 2)	02 08 ⁽¹⁾ to 02 10 ⁽¹⁾
- Checking the charging circuit (with alternator)	02 11 to 02 13
- Thermal voltmeter	02 14
- Battery	02 15 to 02 17
ALTERNATOR	
- SEV : Removal - reinstallation - check	02 18 to 02 25
- Paris - Rhône : Removal - reinstallation - check	02 26 to 02 34

404 FUEL INJECTION ENGINE SALOON WIRING DIAGRAM (DYNAMO)



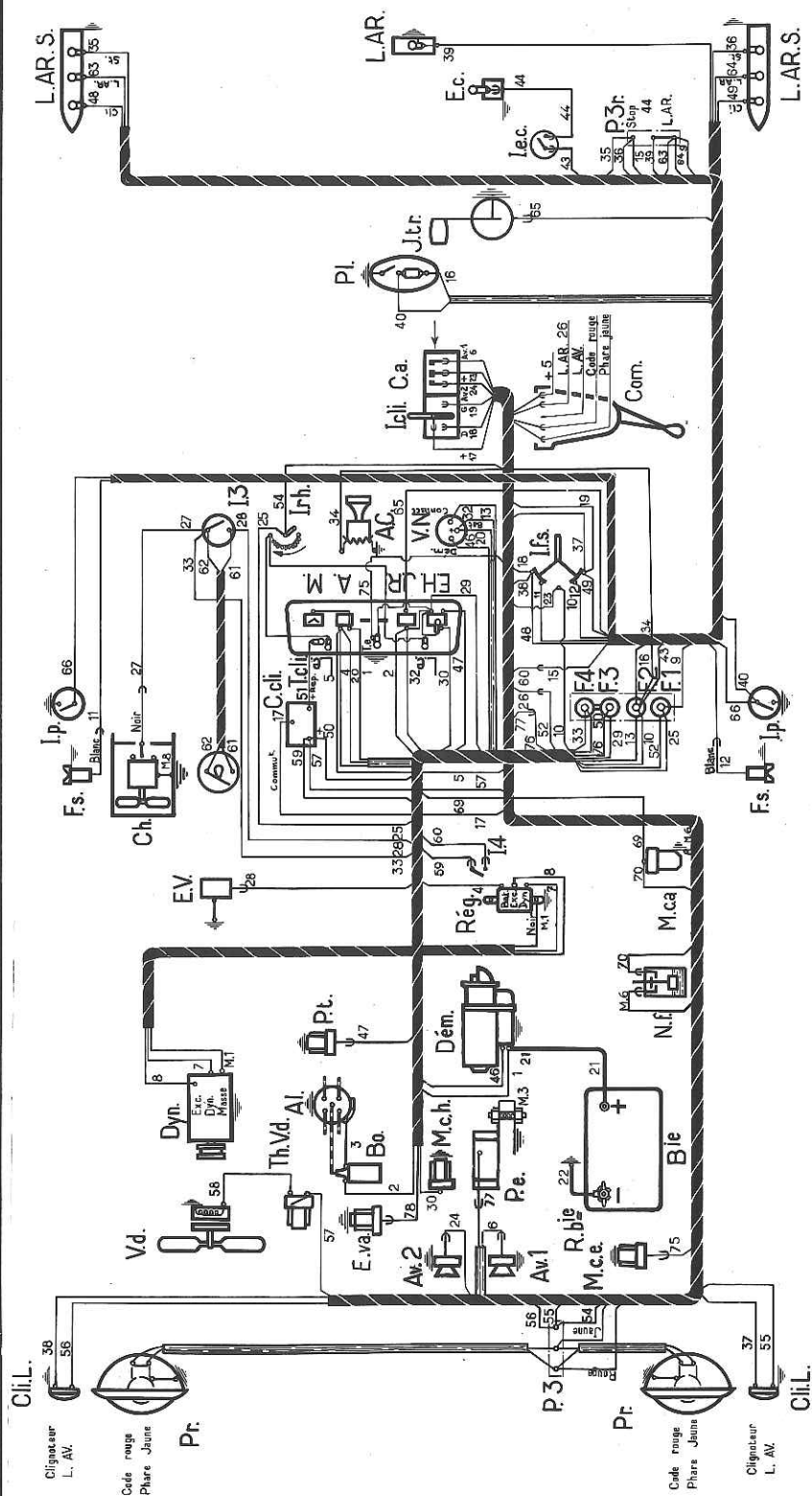
PEUGEOT



A	Ammeter	F. 3	Fuse, stop lights, flashing indicator & self-disengaging fan	M.ch	Oil pressure switch
Ac	Cigar lighter	F. 4	Fuse, windscreen wiper and petrol pump	N.F.	Brake fluid level (nivocode)
Av. 1	Horn Town	F. 7	Fuse, rear right side light and licence plate light.	P.3	Plate 3 Terminals
Av. 2	Horn Country	F. 8	Fuse, rear left side light	P.e	Electric petrol pump
A. 1	Distributor and condenser	Fs	Parking light	P.l	Rooflight and switch
Bo	Battery	I3	Windscreen wiper and sprayer control	P.r	Headlights
Bie	Ignition coil	I4	Stop lights switch	P.t	Socket, water-thermo
Ca	Horn switch	I.c.li	Flashing indicator switch	R.bie	Main battery switch
Ch	Flashing indicator circuit	I.e.c	Rear boot light switch	Rf.ev	Wiper «Reliefix» switch
Ch.Cli	Heater and climatizer	I.f.s	Parking light selector switch	Reg.	Cut-out
Cli.L	Front side light and flasher	I.p.	Door light switch	T.Cli	Flashing indicator warning light
Com	Lighting switch	I.r.h.	Fascia board lighting rheostat	T.e	Petrol pressure warning light
Dyn	Starter, solenoid type	J.r.	Fuel quantity indicator	T.f	Brake warning tell-tale light
E.H.	Dynamo	J.tr	Fuel quantity transmitter	TPh	Headlight warning light
E.V.	Rear boot lighting and switch	L.A.R.	Rear light (licence plate lighting)	Th.v.d.	Magnetic fan thermo switch
E.va	Water thermo and oil pressure warning light	L.A.R.S	Rear light (stop light, flashing lights)	V	Thermal voltmeter
F. 1	Windscreen wiper	Le	Electric clock	Vd.	Magnetic fan
F. 2	Fuse, front and rear side lights and fascia-board.	M.	Assisted brakes pressure switch.	V.n.	Neiman anti-theft lock, starter motor switch.
F. 2	Fuse, roof light, parking lights, rear boot and horns	M.C.a	Petrol pressure switch		

SUPERSEDES SHEET, GROUP 12, PAGES 0101 - 0102

404 FUEL INJECTION ENGINE CONVERTIBLE WIRING DIAGRAM (DYNAMO)



Fascia board lighting bulb
Electric clock
Assisted brake pressure switch
Petrol pressure switch
Oil pressure switch
Brake fluid level (Nivocode)
Plate - 3 terminals
Electric petrol pump
Head light
Socket, water thermo
Main battery switch
Wiper « Reflex » switch
Cut-out
Flashing indicator warning light
Fuel pressure warning light
Brake warning tell-tale light
Headlight warning
Magnetic fan thermo-switch
Magnetic fan
Neiman anti-theft lock starter motor switch

L.e.
M.
M.ca.
M.ce
M.ch
N.f.
P.3
P.e.
P.r.
P.t.
R.bie
Rf.E.V.
Reg.
T.cli
T.e
T.f.
T.ph
Th.V.d.
V.d.
V.n.

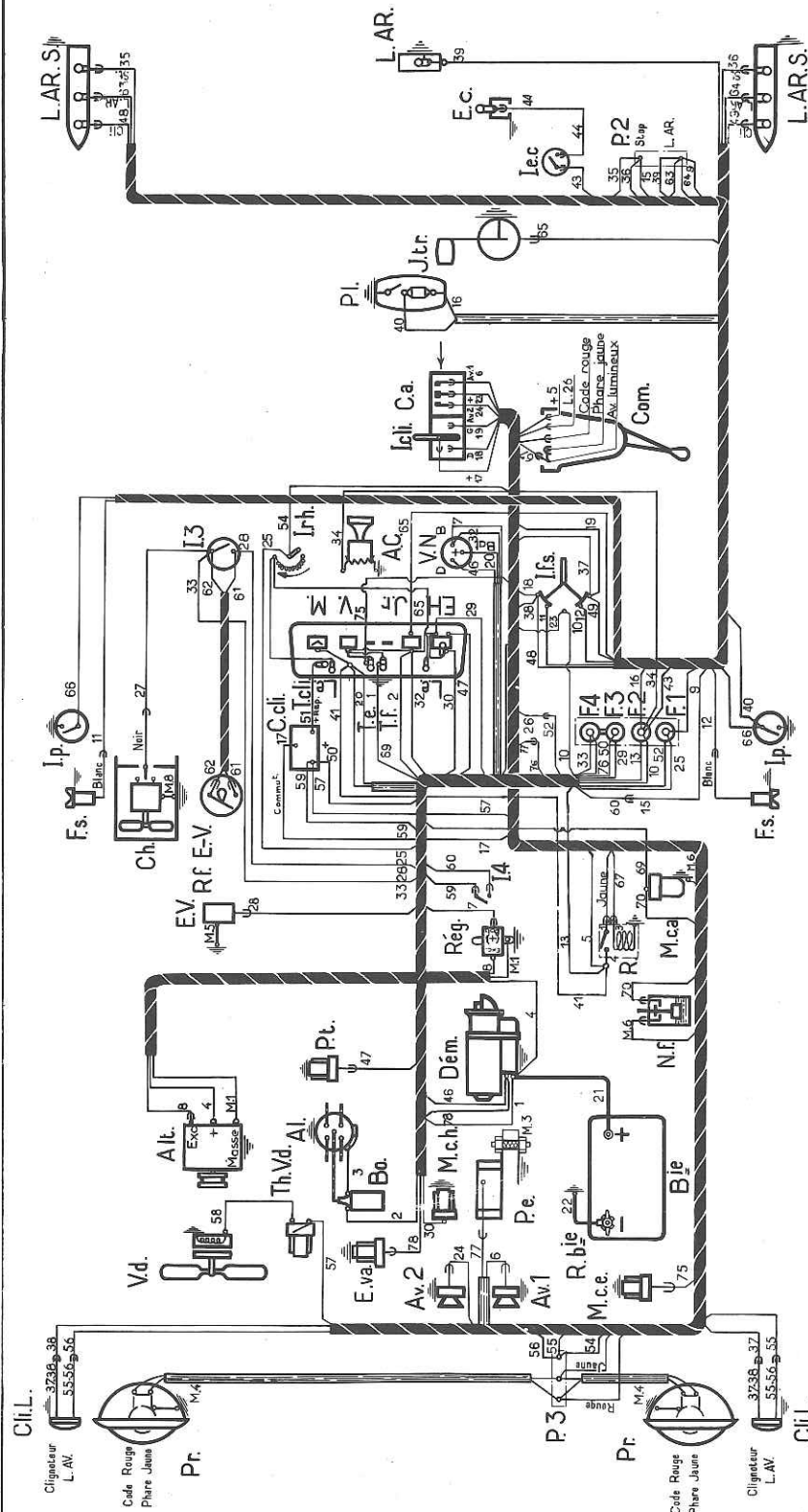
Fuse, parking lights, inside under bonnet lighting, horns and cigar lighter
Fuse stop/flashing lights and self disengaging fan
Fuse, windscreen wiper, heating and petrol pump
Fuse, rear right side light and licence plate light
Fuse, rear left side light
Parking light
Windscreen wiper and sprayer control
Stop light switch
Flashing indicator switch
Rear boot light switch
Parking light selector switch
Door light switch
Fascia board lighting rheostat
Fuel quantity indicator
Fuel quantity transmitter
Rear light (licence plate lighting)
Rear/ stop/ flashing/ lights

F.2
F.3
F.4
F.7
F.8
F.s.
I.3
I.4
I.cli
I.e.c.
I.f.s.
I.p.
I.r.h.
J.r.
J.tr.
L.A.R.
L.A.R.S.

Ammeter
Cigar lighter
Horn town
Horn country
Distributor and condenser
Battery
Ignition coil
Horn switch
Flashing indicator circuit
Heater and climatizer
Front side light and flasher
Lighting switch
Starter, Solenoid type
Dynamo
Lighting under bonnet and rear boot lighting with switch
Water thermo and oil press warning light
Inside lighting with switch
Windscreen wiper
Electro-valve
Fuse, front and rear side lights and fascia board rear boot lighting

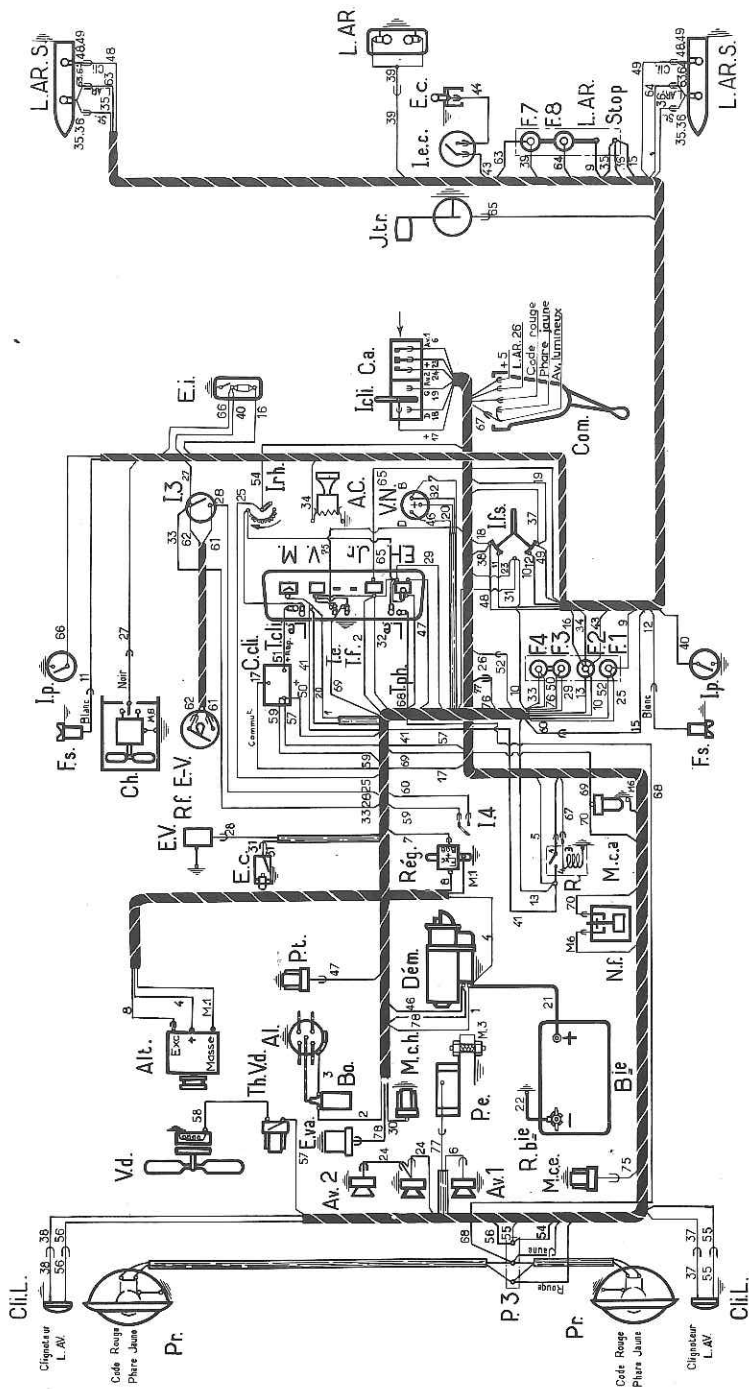
A
Ac 1
Ac 2
Av. 1
Av. 2
Al.
Ble
Bo
C.a.
C.cli
Ch.
C.li.L
Com.
Dem.
Dyn.
E.c.
E.H.
E.I
E.V.
E.V.a
F.1

SALOON WIRING DIAGRAM ALTERNATOR (BEFORE 66 MOTOR CAR SHOW)

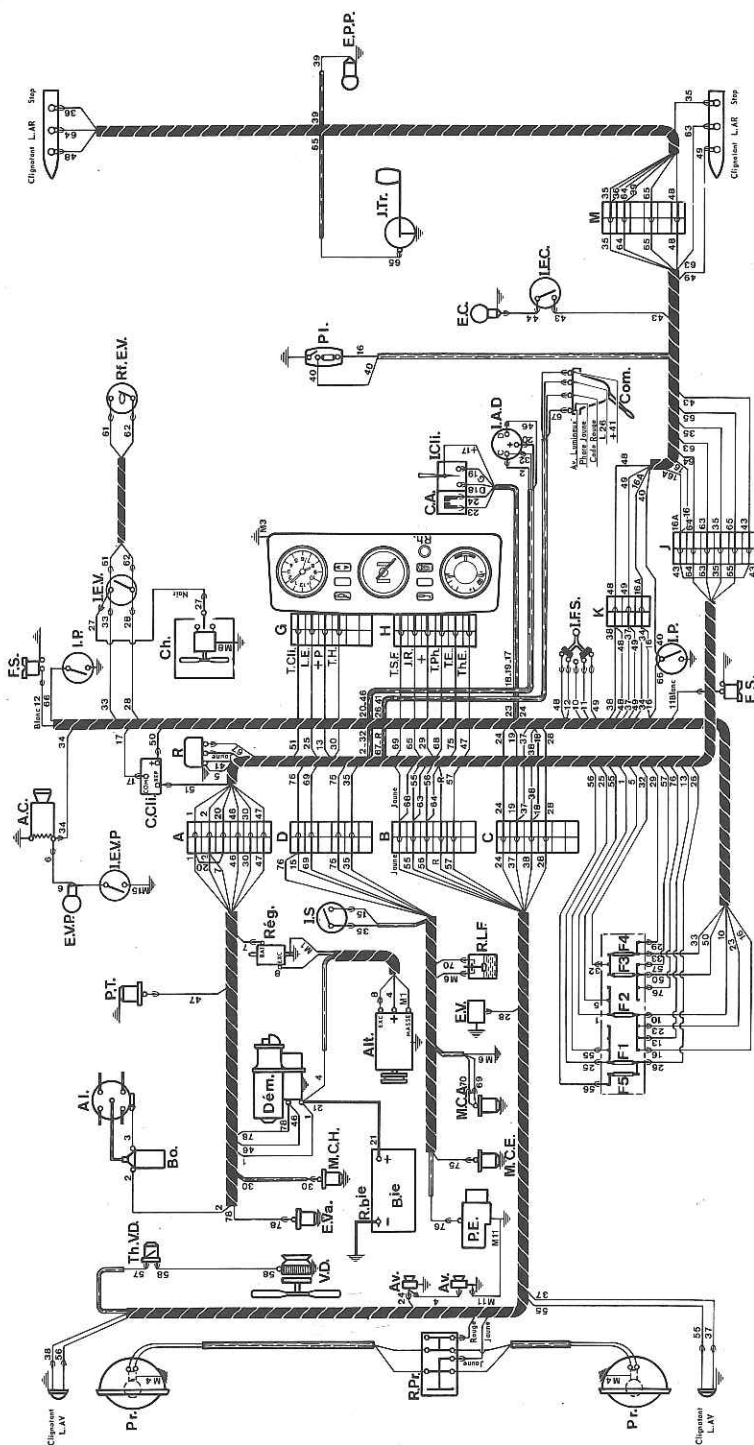


Ac	Cigar lighter	F.3	Fuse, stop lights, flashing indicator and self-disengaging fan	M.c.h.	Oil pressure switch
Av. 1	Horn, town	F.4	Fuse, windscreen wiper and petrol pump heater	N.F.	Brake fluid level (Nivocode)
Av. 2	Horn, country	Fs	Parking light	P.2	Plate 2 terminals
Al.	Distributor and condenser	13	Windscreen wiper and sprayer control	P.3	Plate 3 terminals
Alt.	Battery	14	Stop lights switch	P.e	Electric petrol pump
Bie	Ignition coil	I.c.li	Flashing indicator switch	P.l	Roof light and switch
Bo	Flashing indicator circuit	I.e.c.	Rear boot light switch	P.r	Headlight
C.c.li	Heater and climatizer	I.f.s.	Parking light selector switch	P.t	Socket water-thermo
Ch.	Front side light and flasher	I.p.	Door light switch	R.	Light warning signal relay
C.li.L	Lighting switch	I.r.h.	Fascia board lighting rheostat	R.bie	Main battery switch
Com.	Starter, solenoid type	J.r.	Fuel quantity indicator	R.f.EV.	Wiper « Relifix » switch
Dem.	Rear boot lighting	J.tr.	Fuel quantity transmitter	Reg.	Cut-out
E.c	Water thermo and oil press warn light	L.A.R.	Rear light (licence plate lighting)	T.c.li	Flashing indicator warning light
E.H.	Windscreen wiper	L.A.R.S.	Rear light, stop light, flashing lights	Te	Full pressure warning light
E.v.a	Electro-valve	Le	Fascia board lighting bulb	T.f.	Brake warning tell-tale light
F.1	Fuse, front and rear side lights and fascia-board	M.	Electric clock	Th.V.d.	Magnetic fan thermostats
F.2	Fuse, roof light, parking lights, rear boot and horns	M.c.a.	Assisted brakes pressure switch	V.	Thermal voltmeter
		M.c.e.	Petrol pressure switch	Vd.	Magnetic fan
				V.N.	Neiman anti-theft lock, starter motor switch

CONVERTIBLE WIRING DIAGRAM ALTERNATOR (BEFORE 66 MOTOR CAR SHOW)



Ac	Cigar lighter	F.2	Fuse, parking lights, inside/under bonnet lighting, horns and cigar lighter.	M.	Electric clock
Al	Distributor and condenser	F.3	Fuse stop/ flashing lights and self-disengaging fan.	M.ca	Assisted brake pressure switch
Alt.	Alternator	F.4	Fuse, windscreen wiper, heating and petrol pump	M.ce	Petrol pressure switch
Av.1	Horn, Town	F.7	Fuse, rear right side light and licence plate light	M.ch	Oil pressure switch
Av.2	Horn, Country	F.8	Fuse, rear left side light	N.f.	Brake fluid level (Nivocode)
Bie	Battery	F.s	Parking light	P.3	Plate - 3 Terminals
Bo.	Ignition Coil	I.3	Windscreen wiper and sprayer control	P.e.	Electric petrol pump
C.a.	Horn switch	I.4	Stop light switch	P.r.	Headlight
C.cli	Flashing indicator circuit	I.cli	Flashing indicator switch	P.t.	Socket, water thermo
Ch.	Heater and climatizer	I.ec	Rear boot light switch	R.	Light warning signal relay
Cli.L.	Front side light and flasher	I.f.s	Parking light selector switch	R.bie	Main battery switch
Com.	Lighting switch	I.p.	Door light switch	Reg.	Cut-out
Dem.	Starter, Solenoid type	I.rh.	Fascia board lighting rheostat	R.f.EV.	Wiper «Relifix» switch
E.c.	Lighting under bonnet and rear boot	J.r.	Fuel quantity indicator	T.cli	Flashing indicator warning light
	Lighting with switch	J.tr	Fuel quantity transmitter	T.e	Petrol pressure warning light
	Water Thermo and oil pressure warning light	L.A.R	Rear stop/ flashing/ lights	T.f.	Brake warning tell-tale light
E.H.		L.A.R.S	Fascia board lighting bulb	Th.V.d.	Magnetic fan thermo switch
		L.e.		T.ph.	Headlight warning light
E.i.	Inside lighting with switch			V.	Thermal voltmeter
E.V	Windscreen wiper			Vd.	Magnetic fan
E.va.	Electro-valve			V.N.	Neiman anti-theft lock, starter motor switch
F.i	Fuse, front and rear side lights and fascia board, rear boot lighting				



Electric petrol pump
Headlight
Halogene projector
Socket, water thermometer
Light warning signal relay
Main battery switch
Cut-out
Brake fluid reservoir
Headlight beam relay
Flashing indicator warning light
Fuel pressure warning light
Oil pressure warning light
Headlight warning light
Brake warning light
Water thermometer
Self disengaging fan thermoswitch
Self disengaging fan

P.E.
Pr.
Pr.H.
P.T.
R.
R.bie
Reg.
R.L.F.
R.Pr.
T.Cli.
T.E.
T.H.
T.Ph.
T.S.F.
Th.E.
Th.VD
V.D.

Fuse 10 amps
Fuse 10 amps
Fuse 10 amps
Fuse 5 amps
Parking light
Ignition switch - starter control
Flashing indicator switch
Rear boot light switch
Windscreen wiper switch
Parking light selector switch
Door light switch
Stop light switch
Fuel quantity indicator
Fuel quantity transmitter
Fascia board lighting bulb
Assisted brakes pressure switch
Petrol pressure switch
Oil pressure switch

F.2
F.3
F.4
F.5
F.S.
I.A.D.
I.Cli.
I.E.C.
I.E.V.
I.F.S.
I.P.
I.S.
J.R.
J.T.
L.E.
M.C.A.
M.C.E.
M.C.H.

Connectors
Cigar lighter
Distributor and condenser
Alternator
Horn
Battery
Ignition coil
Horn switch
Flasher indicator unit
Heater and climatizer
Lighting switch
Starter, solenoid type
Rear boot lighting
Inside lighting
Licence plate light
Windscreen wiper
Electro-valve
Fuse 5 amps

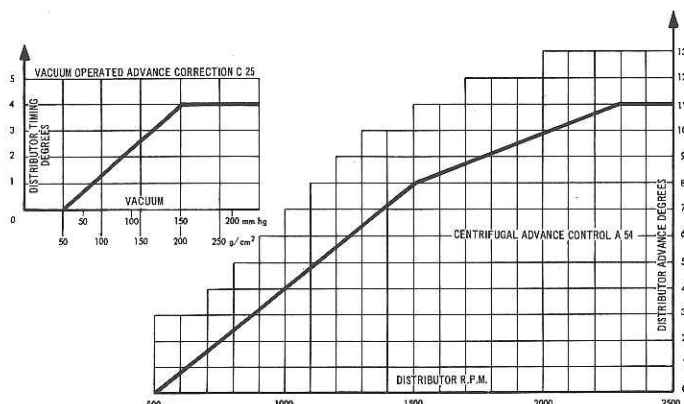
A to R
A.C.
Al.
Alh.
Av.
Bie
Bo.
C.A.
C.Cli.
Ch.
Com.
Dem.
E.C.
E.I.
E.P.P.
E.V.
E.Va.
F.1



A to M	Connectors	F.3	Fuse 10 amps	Pl.	Roof light
Alt.	Alternator	F.4	Fuse 10 amps	Pr.	Headlight
A.C.	Cigar lighter	F.5	Fuse 5 amps	P.T.	Water thermometer socket
Al.	Distributor and condenser	F.5.	Parking light	R.A.L.	Light warning signal relay
A.V.	Horn	I.A.D.	Ignition switch - Starter control	R.bie	Main battery switch
Bie	Battery	I.Cli.	Flashing indicator switch	Reg.	Cut-out
Bo.	Ignition coil	I.E.C.	Rear boot light switch	R.L.F.	Brake fluid reservoir
C.A.	Horn switch	I.E.V.	Windscreen wiper switch	R.Pr.	Headlight beam relay
C.Cli.	Flasher indicator unit.	I.E.V.P	Glove box light switch	T.Cli.	Flashing indicator warning light
Ch.	Heater and climatiser	I.F.S.	Parking light selector switch	T.E.	Fuel pressure warning light
Com.	Lighting switch	I.P.	Door light switch	T.H.	Oil pressure warning light
Dem.	Starter, solenoid type	I.S.	Stop light switch	Th.E.	Water thermometer
E.V.	Windscreen wiper	J.R.	Fuel quantity indicator	Th.VD	Self disengaging fan therm° switch
E.Va.	Electro-valve	J.Tr.	Fuel quantity transmitter	T.S.F.	Brake warning light
E.C.	Rear boot lighting	L.E.	Fascia board lighting bulb	T.Ph.	Headlight warning light
E.P.P.	Licence plate light	M.C.A.	Assisted brake pressure switch	V.D.	Self disengaging fan
E.V.P.	Glove box light	M.C.E.	Petrol pressure switch	+ P	+ permanent
F.1	Fuse 5 amps	M.C.H.	Oil pressure switch		
F.2	Fuse 10 amps	P.E.	Electric petrol pump		

XC.KF - KF 1 MODELS IGNITION SYSTEM

12 0201



Earlier Installation

DISTRIBUTOR

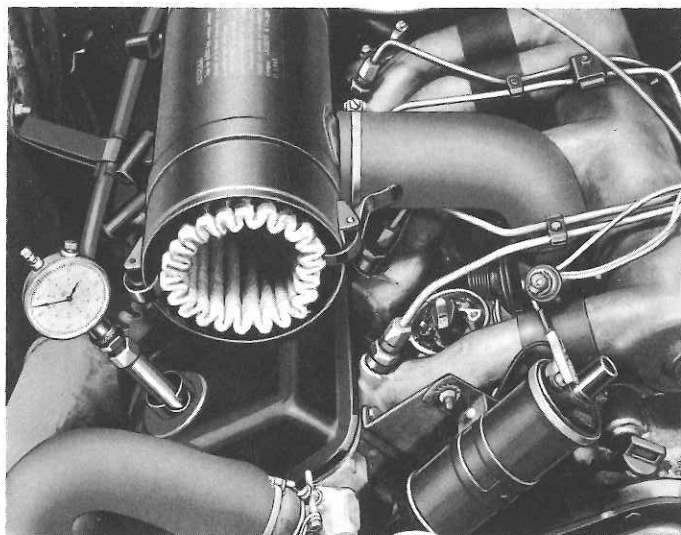
Make : S.E.V. or Ducellier
Type : M 36
Centrifugal advance curve : A 54
Vacuum-operated advance correction curve : C 25

Adjustment

Contact-breaker point gap : .40 mm (.016")
Cam, or closing, angle : $57 \pm 2^\circ$
Firing order : 1 - 3 - 4 - 2.

IGNITION COIL

Make : DUCELLIER, type ESR 30



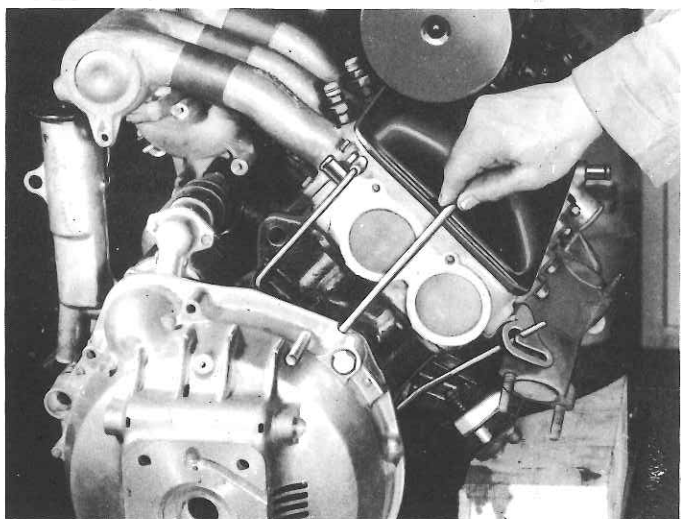
DISTRIBUTOR SETTING

Initial advance setting : 11° on flywheel, corresponding to a .85 mm (.0334") stroke of a gauge inserted into a spark plug hole and resting on the piston head.

Up to serial numbers :

404 KF	- 4.554.087
404 Cabriolet KF	- 4.591.412
404 Coupé KF	- 4.591.422

use exclusively gauge 0.0133 resting on the piston head to set the initial advance to .85 mm, since the timing notch in the flywheel indicates only 8° .



As from serial numbers

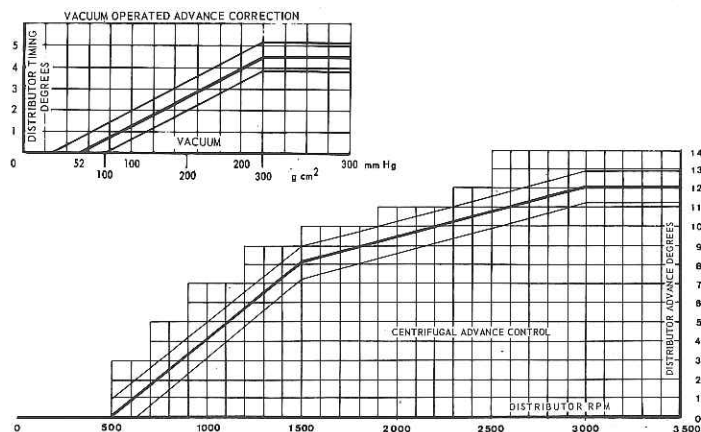
404 KF	- 4.554.088
404 Cabriolet KF	- 4.591.413
404 Coupé KF	- 4.591.423

the timing notch in the flywheel indicates 11° , making it possible to use a timing gauge resting on the piston head, or a 8 mm dia. pin engaged into the hole at the top of the clutch housing, on the R.H. side.

NOTE - The vacuum connection should be located between the throttle body and intake pipe No. 4 when re-installing the distributor.

PEUGEOT

XC.KF 2 MODEL IGNITION SYSTEM



IGNITION COIL

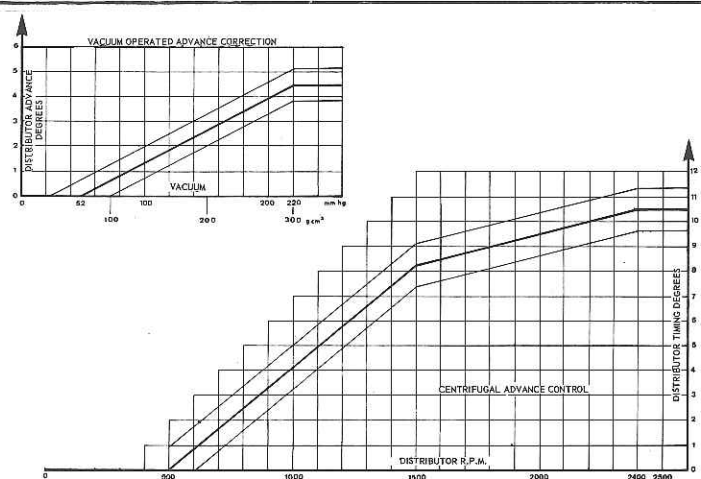
Make : Ducellier
Type : ESR 30 - 12 Volts

DISTRIBUTOR

As from serial numbers :

404 KF 2 - 4.570.001
404 C.KF 2 - 4.594.001

Make : DUCELLIER
Type : M 42



As from serial numbers :

404 KF 2 - 8.217.803
404 C.KF 2 - 4.598.554

Make : DUCELLIER
Type : M 50

Adjustment

Cam, or closing, angle : $57 \pm 2^\circ$
Contact-breaker point gap : .40 mm (0.16")
Firing order : 1 - 3 - 4 - 2

DISTRIBUTOR SETTING

Initial advance setting

11° , corresponding to a .85 mm piston stroke before T.D.C.

Operating mode

- Connect a test lamp between distributor terminal and ground.
- Insert a 8 mm dia. pin into the hole at the top of the clutch housing, on the R.H. side.
- Turn on the ignition switch.
- Rotate the crankshaft slowly in the normal direction of rotation.

The test lamp should illuminate exactly when the adjusting pin engages the timing notch in the flywheel.

If this is not the case, rotate the distributor as follows :

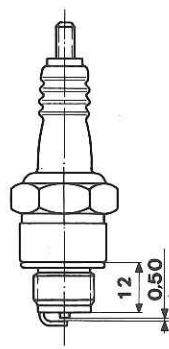
- to the right, to decrease spark advance ;
- to the left, to increase spark advance.

A second test must always be made after the distributor has been locked, to make sure the advance setting has not been disturbed.

NOTE :

M 42 and M 50 distributors can both be used on all types of KF 2 engines ; however, the M 50 distributor should preferably be installed.





SPARK PLUGS

Using the wrong type of plugs may seriously damage the engine.

1st Installation

Short reach spark plugs.

Up to serial Nos :

404 KF - 4.554.832

404 Convertible KF - 4.591.574

404 Coupe KF - 4.591.591

Use MARCHAL 34 S (exclusively)



2nd Installation

Long reach spark plugs.

As from serial Nos :

404 KF - 4.554.833

404 Convertible KF - 4.591.575

404 Coupe KF - 4.591.592

The cylinder head is marked «CL» showing that long reach plugs are needed.

As a result and starting from the above serial Nos, fuel injection engines should be equipped with the spark plugs :

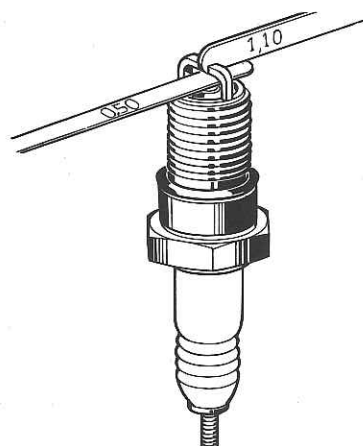
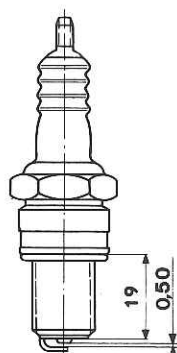
**A C 42 XL
MARCHAL GT 34 HD**

especially designed for high revs engines and which are suitable for all conditions of use.

NOTE : This type of spark plugs are fitted on fuel injection engines at the factory as from serial Nos :

404 KF 2 - 8.204.236

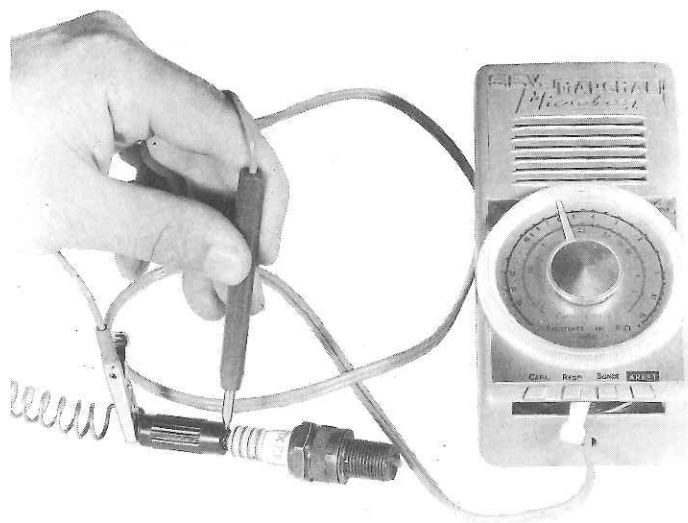
404 C.KF 2 - 4.597.483



ADJUSTMENT

Check gap every 5.000 km (3,000 miles)

0.5 to 0.55 mm (1st and 2nd installation)



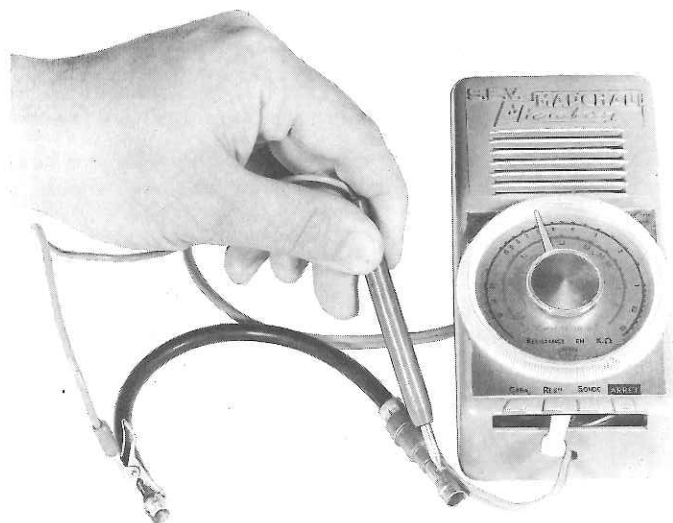
RADIO INTERFERENCE SUPPRESSION WIRING HARNESS

Make : FLOQUET or ARELCO

Leads characteristics :

Approximate resistance	Length in mm
Coil	64 Ω + 6800 Ω
Cylinder N° 1	270 Ω
» N° 2	200 Ω
» N° 3	170 Ω
» N° 4	100 Ω
	370 770 590 510 320
	+ 15 0

An additional resistor of about 6,800 ohms is installed at each cylinder between contact spring and spark plug.



INFLUENCE OF THE RESISTANCE VALUE

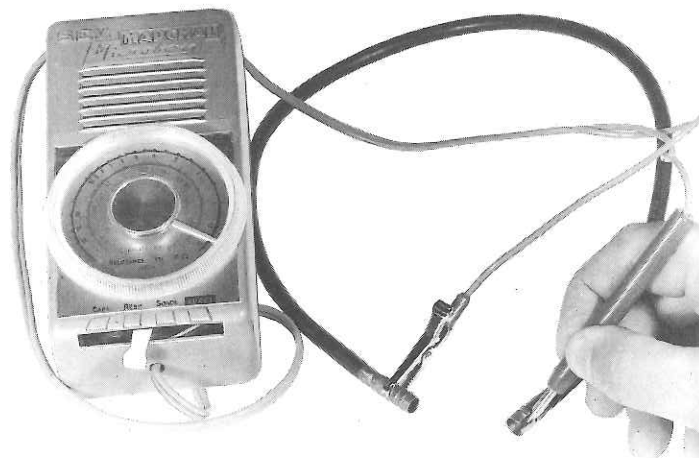
Radio interference occurs if the resistance value is too low. Misfires and starting troubles are experienced if the resistance value is too high.

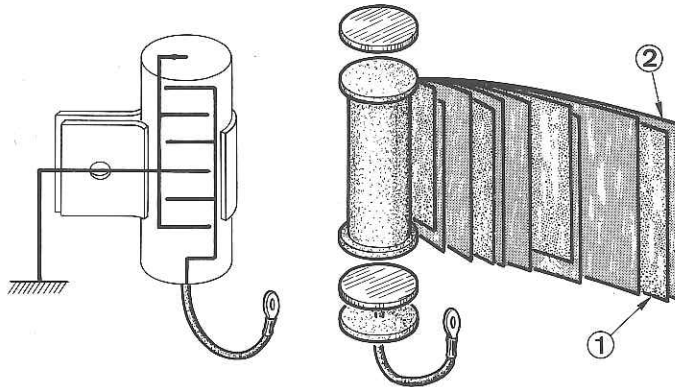
CHECKING RADIO INTERFERENCE SUPPRESSION RESISTORS

Resistance values may vary between wide limits from one car to another, but it is important to obtain approximately the same resistance values for all cylinders of any given engine.

Using a «MICROBAN» tester or a standard ohmmeter, proceed as follows :

- Connect both ends of the resistor to the «MICROBAN» tester.
- Rotate the transparent knob on the dial until the tone is no longer heard and read the resistance value as indicated by the pointer.
- Repeat the above step for each cylinder lead and for the ignition coil lead.





IGNITION CONDENSER

Purpose :

The ignition condenser is used to protect the contact breaker points against the destructive effect of the extra-current induced when the breaker opens.

Description :

The condenser is composed of two conductive armatures 1 separated by an insulating material 2 called dielectric.

The ratio between the quantity of current stored and the tension of the direct source gives the capacity of the condenser.

$$\text{Capacity} = \frac{\text{Quantity of stored current}}{\text{Charge tension}}$$

For condensers used on cars, the capacity is given in microfarads μF or picofarads pF . This capacity is :

- directly proportional to the area of the armatures.
- inversely proportional to the distance between the armatures.
- directly proportional to the nature of the dielectric.

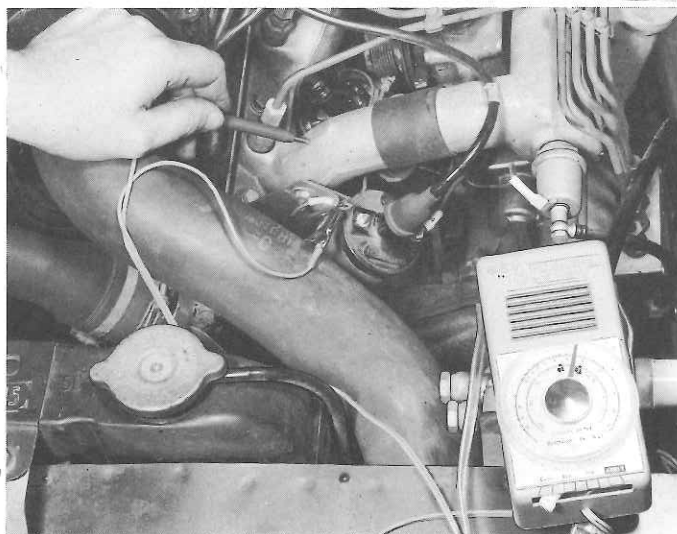


INFLUENCE OF CAPACITY UPON OPERATION

The circuit is not correctly broken if the capacity is too low (sparking at the contact points).

Conversely, the performances of the ignition coil are reduced at high engine speeds if the capacity is too large.

The capacity of the condenser must therefore remain between the limits given by the car manufacturer to avoid ignition difficulties.



CHECKING CONDENSERS

The capacity of the condensers used on 404 cars must be between .20 and .30 μF .

A «MICROBAN» tester or a standard capacitance measurement bridge should be used.

Set tester switch to «Capa»:

- Disconnect wire 3 at ignition coil,
- Open breaker points,
- Connect alligator plug to wire 3
- Connect tester jack to ground.

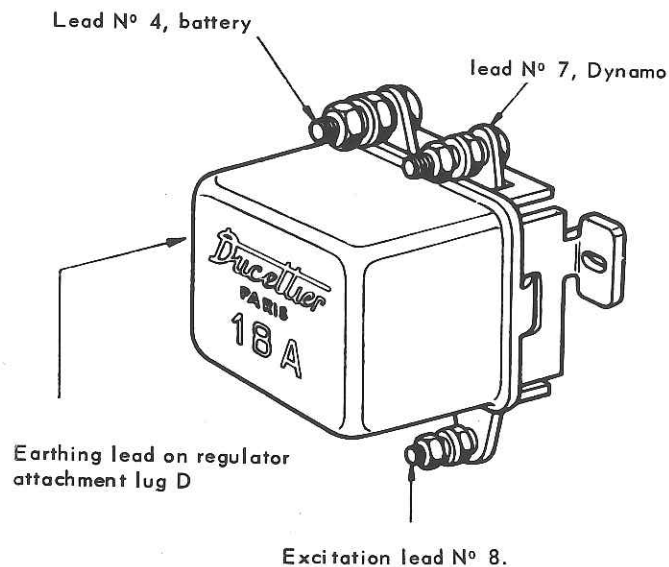
Rotate the transparent knob until the tone can no longer be heard.

Read the capacity on the dial.

If the measured value is not as indicated above, the condenser must be replaced, the insulation of the breaker arm is defective, or the wire is opened.

XC.KF - KF 1 - KF 2
CHARGING SYSTEM WITH DYNAMO

12 | **0205**

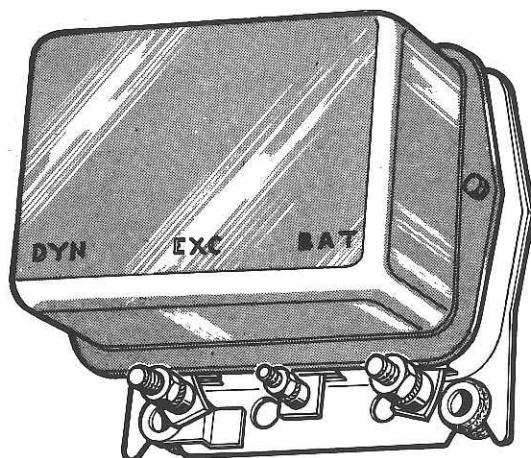


- 1st fitting

Dynamo : Make DUCELLIER
 Type : 7210 G - F2
 or Make : PARIS-RHONE
 Type : G 11 R 110
 Power : 280/ 300 Watts

Regulator : Make DUCELLIER
 Type : D3 - 8198 B

18 A Regulator, 2 stages



- 2nd fitting

As from serial Nos :

404 KF	- 4.558.141
404 Convertible KF	- 4.592.235
404 Coupe KF	- 4.592.243

Dynamo : Make : PARIS-RHONE
 Type : G 10 C 27
 Power : 300/350 Watts

Regulator : Make : PARIS-RHONE
 Type : YT 215

or DUCELLIER
 Type : 8332 B

24-26 A regulator, 3 stages.

PEUGEOT

DYNAMO

1st fitting

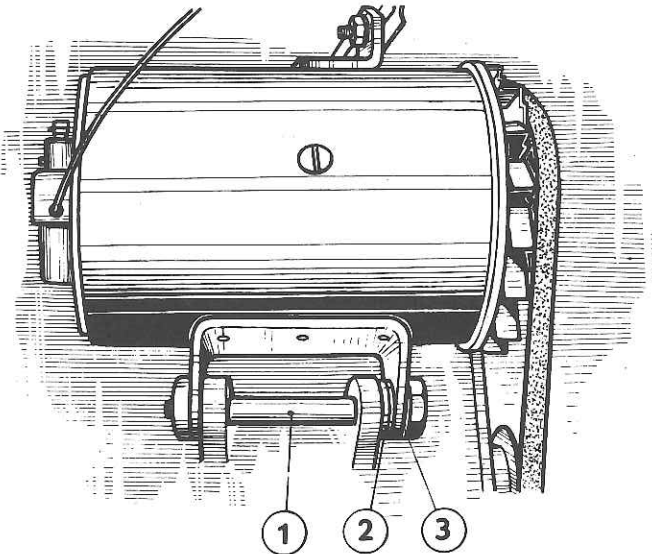
Up to serial Nos :

404 KF 2 - 4.575.663
404 C.KF 2 - 4.595.181

Dynamo fixing to cylinder block is ensured by a 12×99 bolt.

Washer 3 ensures internal teeth locking of the axle tighten to a torque of 5 m.kg.

- 1 - Axis 12×99 N° P.N. 5703.08
- 2 - Adjusting washers
- 3 - Internal teeth washer N° P.N. 6955.32



2nd fitting

As from serial numbers :

404 KF 2 - 4.575.664
404 C.KF 2 - 4.595.182

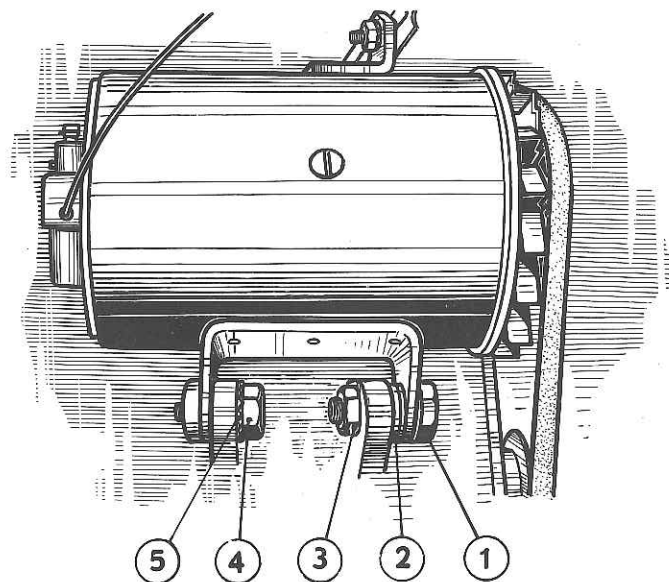
Dynamo is maintained :

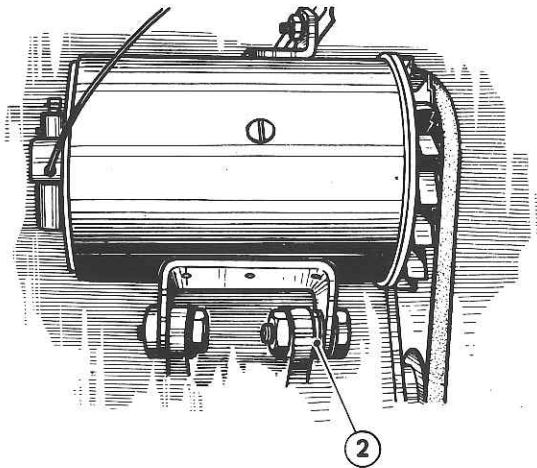
to the frontside, by a bolt 1
with a nylstop nut 3

to the rearside by a screw 4 locked through
an internal teeth washer 5.

NOTE : This fitting should be carried out on cylinder blocks of which the front lug is rectified on both flanges or after having carefully straightened the inner facing to allow the nylstop nut 3 to rest correctly against cylinder-block.

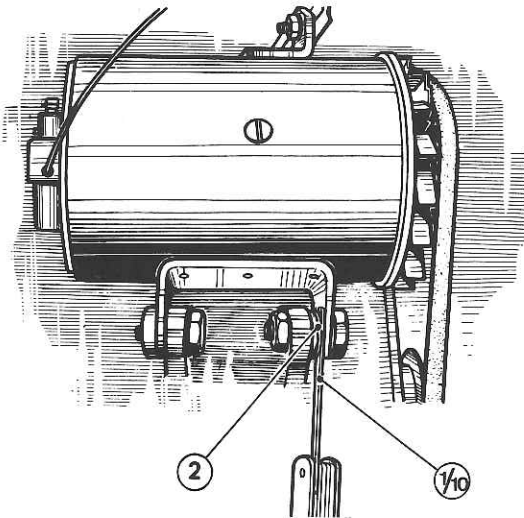
- 1 - 4 - Axis 12×34 P.N. 5703.11
- 2 - Adjusting washers
- 3 - Nut » 6939.26
- 5 - Internal teeth washer » 6955.32





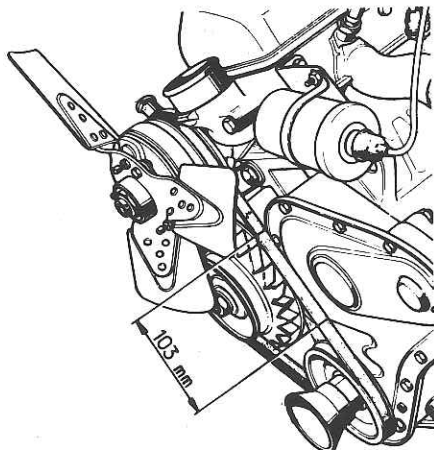
DYNAMO REMOVAL

- Disconnect wires
- Disconnect upper sliding lug, also used as a support to exhaust expansion box (KF - KF 1)
- Remove the or rocking spindles and dynamo but do not forget to recover adjusting washers 2.



DYNAMO REINSTALLATION

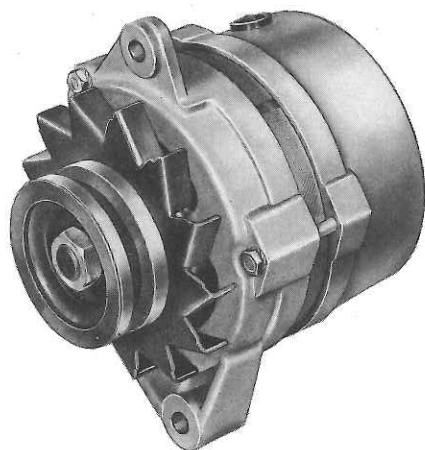
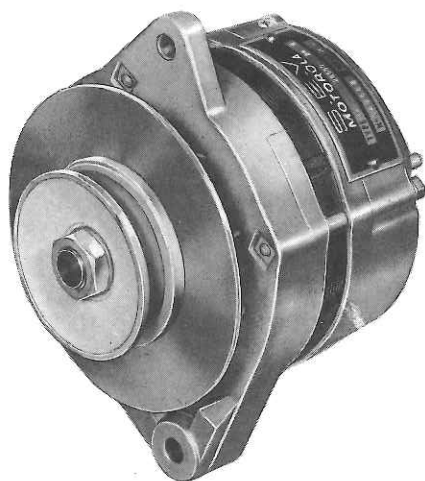
- Adjust dynamo lateral play to cylinder block by means of adjusting washers 2 in order that the play between front dynamo lug and cylinder block ear does not exceed 0.1 mm this in order to prevent the dynamo or the cylinder block from breaking down.
- Refit one or the rocking Spindles of the dynamo
- Re-install belt and adjust tension to 3 %
- Re-install accessories.
- Screw up 1st installation rocking spindles to a tightening torque of 5 m.kg. (36 ft/lbs).



DYNAMO BELT

Make : KLEBER-COLOMBES
N° : 9004
Dimensions : 10 × 8
Elongation not to be exceeded : 3 %

Before installation, mark 2 points at a distance of 100 mm and straighten up to 103 mm between these two reference marks.

**ALTERNATOR**

As from serial Nos :

404 KF2 - 4 589 001

404 C.KF2 - 4 597 001

Make : SEV Motorola

Type : A 14/30

Voltage : 12 Volts

Power : 400 Watts

Output : 30 A under 13,5 V at 2,500 r.p.m.

Weight : 4 kg

or

Make : PARIS-RHONE

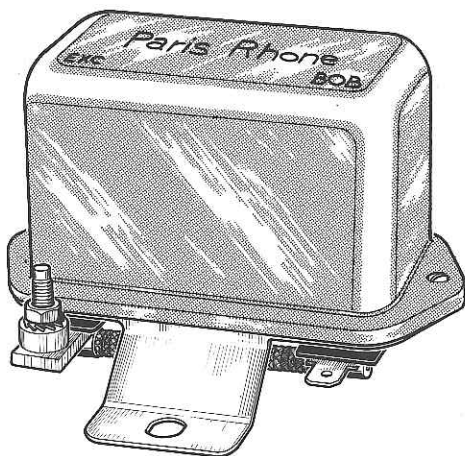
Type : A 13 R 15

Voltage : 12 Volts

Power : 400 Watts

Output : 30 A under 13.5 at 2,500 r.p.m.

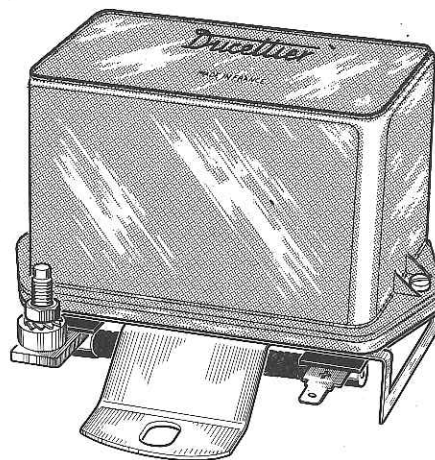
Weight : 4.620 kg

REGULATOR

Make : PARIS-RHONE

Type : AYA 21

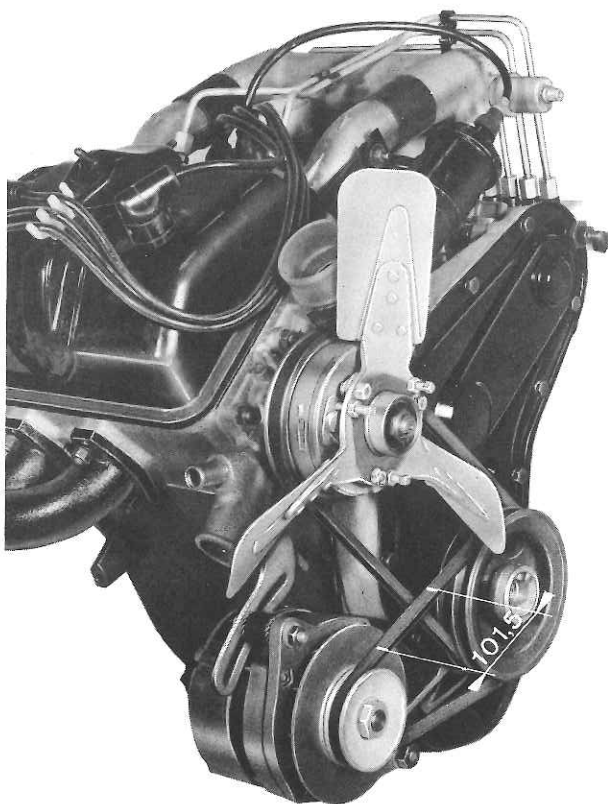
Voltage : 12 volts



Make : DUCELLIER

Type : 8 349

Voltage : 12 volts



1st Installation

Alternator removal

- Disconnect battery
- Disconnect connections on alternator
- Remove : Tensioner bolt
Lower rocking axis and alternator

Alternator re-installation

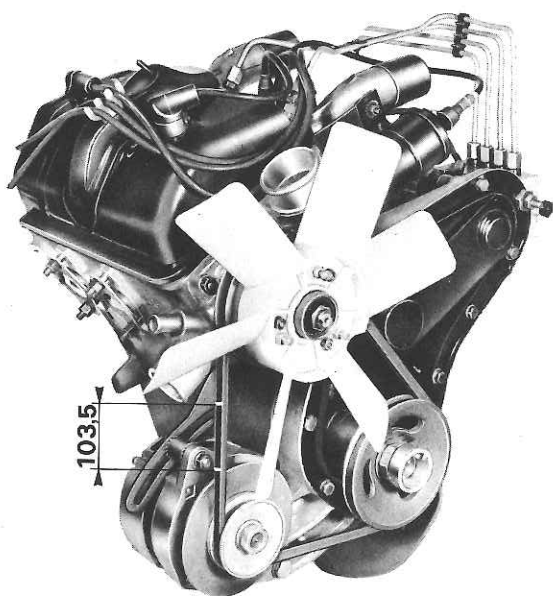
Reversal procedure of removal.

- Adjust belt tension

Belt cold : mark on belt back two strokes at a distance of 100 mm or use existing strokes and tighten to obtain 101.5 mm between these two reference marks.

- Screw up rocking axis ; tightening torque 4.5 m.kg (32.6 ft/lbs).

Note : For water pump belt characteristics and fitting, see class 1 pages 1501 and 1502



2nd Installation

Alternator removal and reinstallation, same procedure as for the 1st installation.

- Adjust belt tension

Belt cold : mark on belt back two strokes at a distance of 100 mm or use existing strokes and tighten to obtain 103.5 mm between these two reference marks.

Note : Alternator belt characteristics (see class 1 page 15 03)

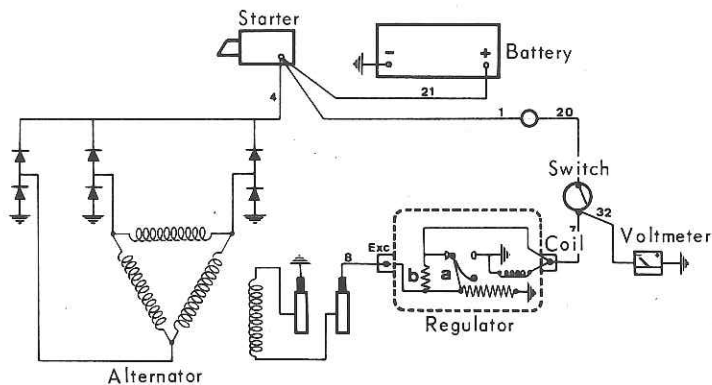
**SPECIAL PRECAUTIONS TO BE IMPERATIVELY OBSERVED WHEN
WORKING ON A CAR EQUIPPED WITH AN ALTERNATOR**

The following must be avoided :

- Charging the battery on the car without having previously disconnected the two + and - cables connecting the battery to the electrical circuit of the car.
- Reversing the connections (polarity) of the battery, regulator, and alternator.
- Disconnecting the battery while the alternator is running.
- Starting the car without connecting the battery.
- Operating the regulator without connecting it to the alternator ground.
- Grounding the «Excitation» (Field) terminal on the alternator or regulator.
- Soldering or unsoldering diodes without using a heat shield.
- Applying overvoltages to the diodes.
- Connecting a radio set to the electrical circuit controlled by the Neiman anti-theft lock (the set must be connected to fuse N° 2)

Omitting any one of the above precautions would irremediably damage the regulator or the alternator, and especially the diodes.

XC.KF 2 ALTERNATOR

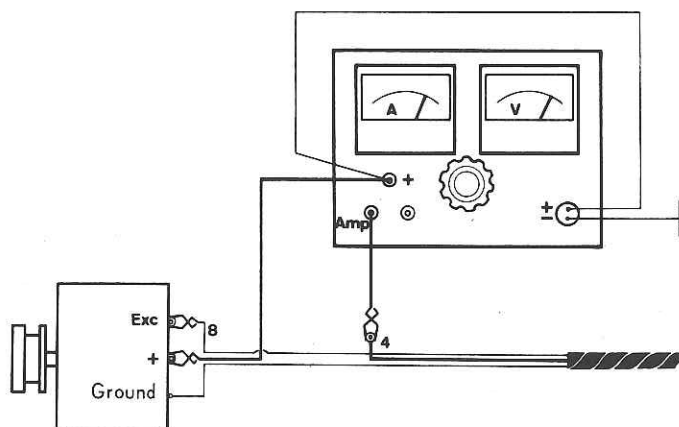


CHARGING CIRCUIT

Improper operation of the charging circuit is not always caused by a faulty alternator or regulator.

The following should always be checked before disassembling the components :

- a - Belt, for condition and proper tension.
- b - Connections and grounds at the alternator, regulator, starter motor, battery and thermal voltmeter.



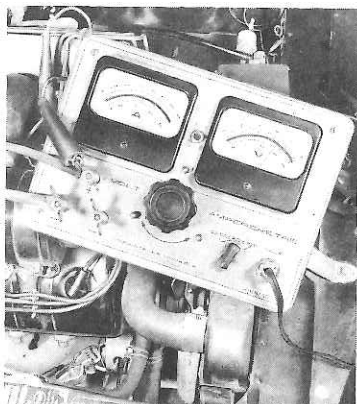
CONNECTING THE METERS

A SOURIAU type 1190 - 1290 Volt-Ammeter should preferably be used ; a standard voltmeter and ammeter (60 Amp.) can also be used.

- Slacken the ground wing nut by a few turns.
- Disconnect wire No. 4 at the + terminal of the alternator.

Using the cables provided in the chest, connect the following :

- Alternator + terminal to ammeter + terminal.
- Wire No. 4 to ammeter «AMP» terminal.
- Connect the test voltmeter.
- Tighten the grounding wing nut.
- Set the clock.



CHECKING THE CHARGING CIRCUIT

The voltmeter should indicate circuit voltage.

- actuate the starter motor.

The voltage should not drop below 9 Volts; if it does, battery charge is low, terminals are coated with sulphate, or starter motor requires checking.

- accelerate engine to 2,500 r.p.m. approx.
- Immediately note down maximum output current and corresponding voltage.

Current should be 30 - 35 Amperes if voltage is less than 13 Volts. If the battery is fully charged, it may be necessary to switch on the headlights and all other significant electrical loads to reach 30 - 35 Amperes.

The regulator should begin operating when the voltage exceeds 13 Volts; alternator voltage should then be between the limits indicated on the charts given opposite.

In all cases, the voltage should never exceed :

15 V Up to serial numbers 8 206 000 and 4 597 550 (1)

14.6 V As from the above serial numbers, and for regulators marked J5 (2)

14.4 V As from serial numbers 8 219 000 and 4 598 600, and for regulators marked C6 (3)

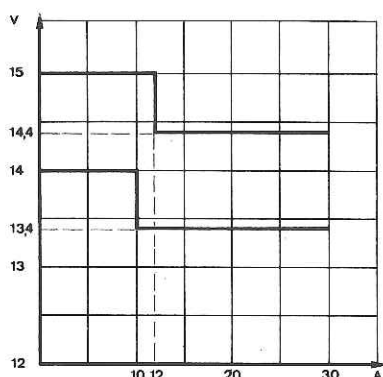
If this is not the case, the regulator must be replaced.

If battery charge is low and maximum alternator output is significantly lower than 30 Amp. at 2500 r.p.m., the regulator must be replaced; if this is not the case, one or more diodes are open or shorted, and the alternator should be overhauled.

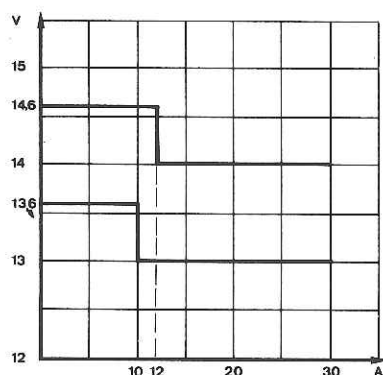
NOTE -

An open diode causes a drop of about 5 Amperes in the charging current.

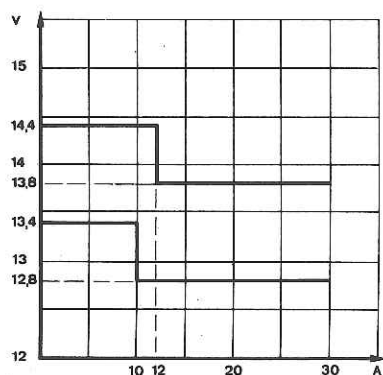
A shorted diode limits charging current to 7 or 8 Amperes, and causes the alternator to growl during operation.



1



2

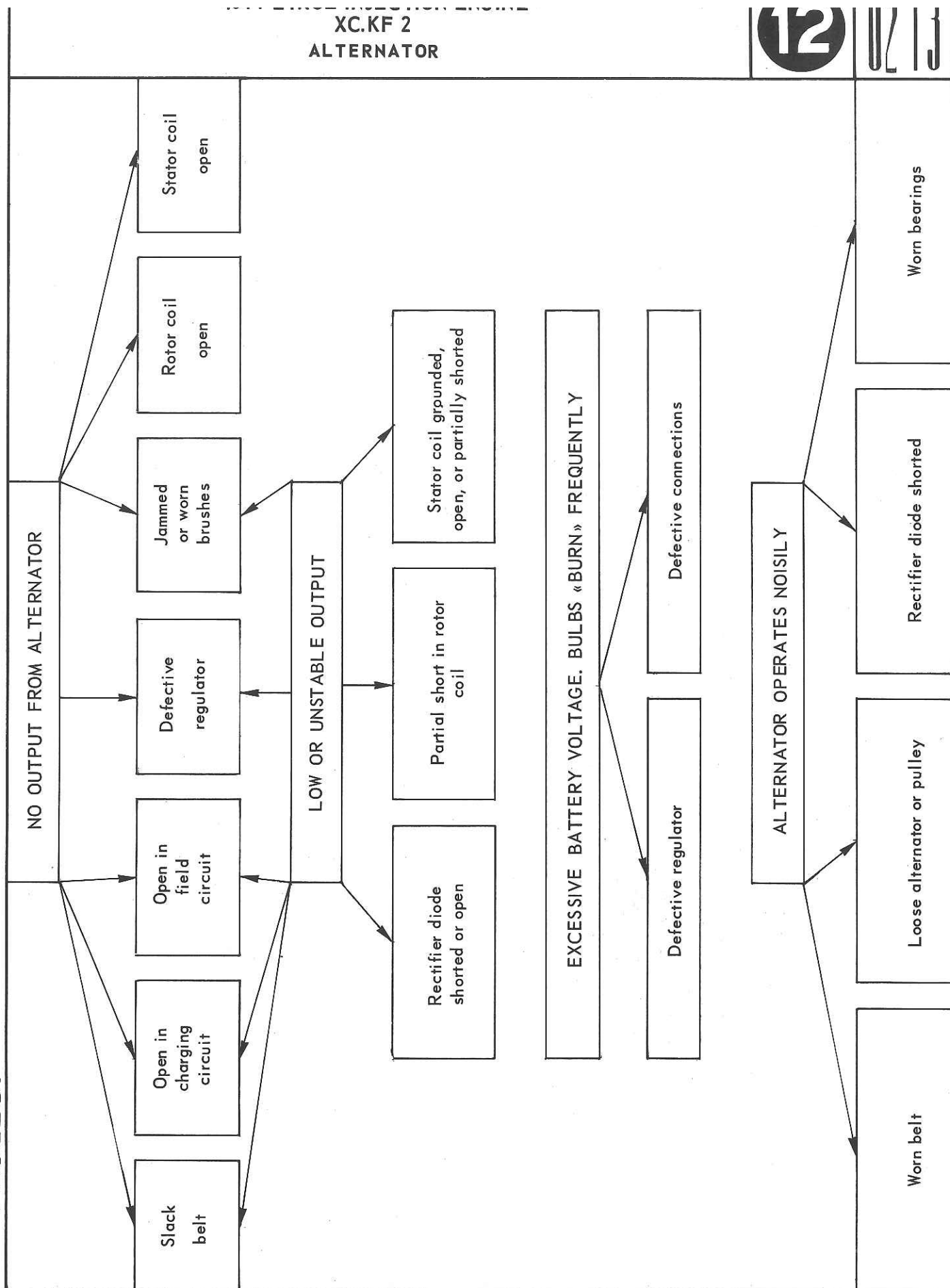


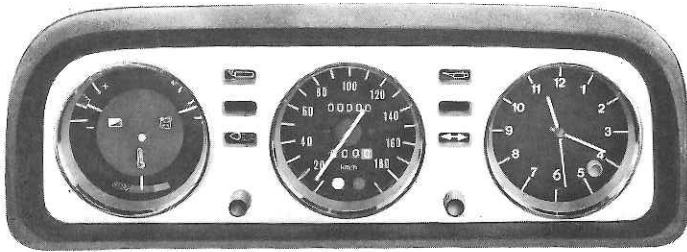
3

XC.KF 2 ALTERNATOR

12

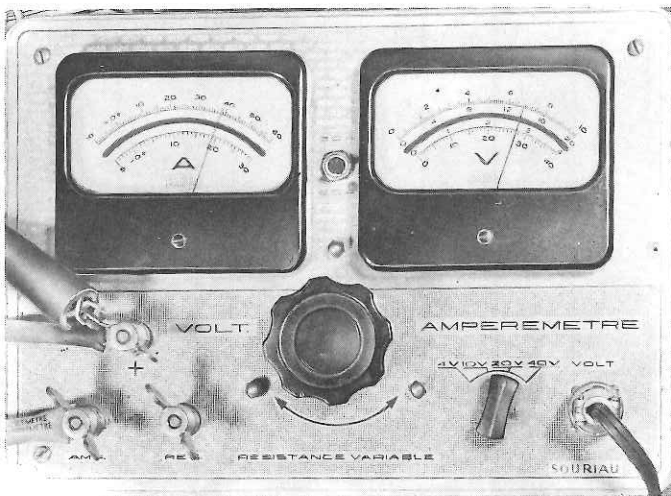
0213





CHARACTERISTICS

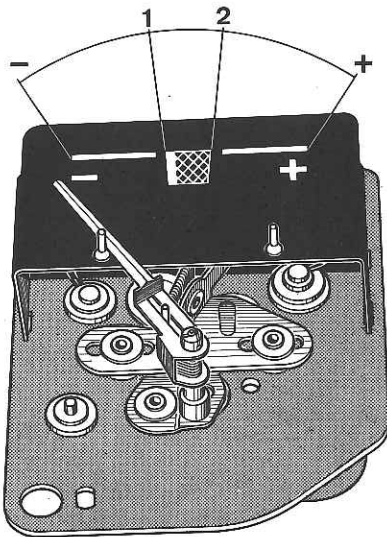
Make : JAEGER or E.D.
Operating current : .15 Amp.
Operating delay : 40 - 60 seconds



CHECKING THE THERMAL VOLTMETER

The thermal voltmeter indicates only circuit voltage, and not alternator output voltage.

Check that the test voltmeter indicates about the same value as the thermal voltmeter ; the approximate values to be obtained are listed below :

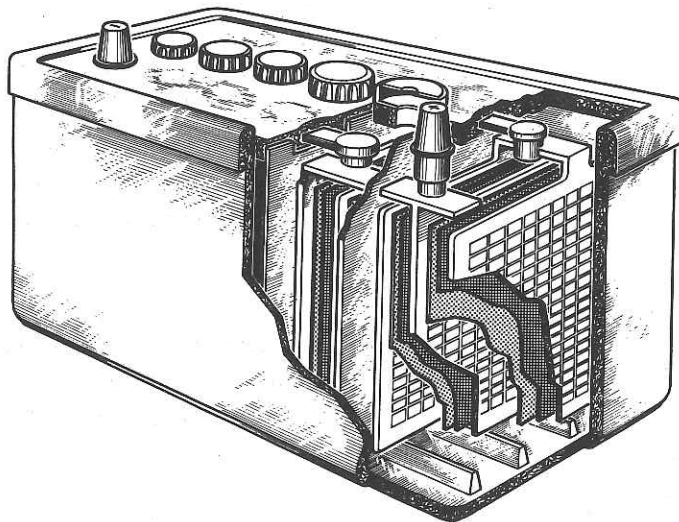


Indicated voltages at 20° C (68° F)

- ≠ 9 V
- 1 ≠ 12 V
- 2 ≠ 13 V
- + ≠ 15 V

If not :

- The two voltmeters are incorrectly connected,
- Or the thermal voltmeter requires replacement.



BATTERY

404 cars are equipped with batteries comprising six separate, series-connected, 2-Volt cells.

Each cell consists of two sets of negative and positive plates electrically insulated from each other.

The active ingredient used for positive plates is lead peroxide PbO_2

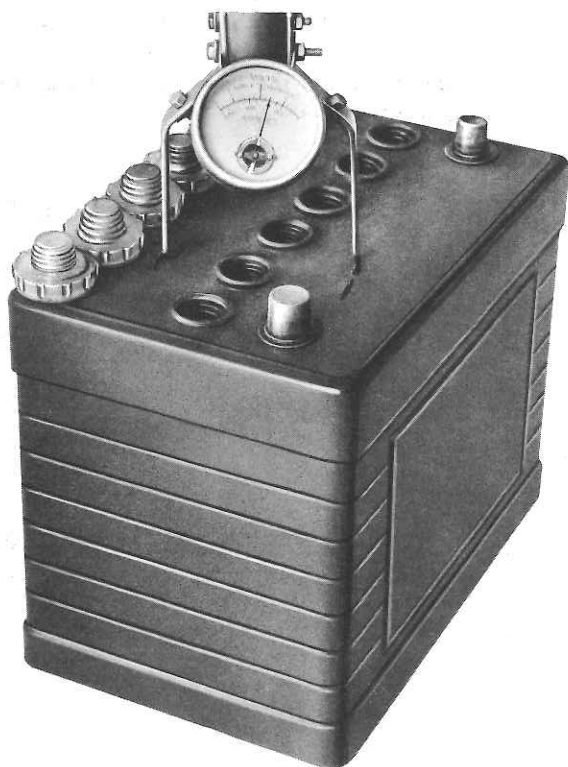
The active ingredient of negative plates is spongy lead Pb.

- the electrolyte is a solution of sulphuric acid in distilled water.
- sulphuric acid combines with the lead peroxide in the positive plates and with the spongy lead in the negative plates to form lead sulphate during discharge.

Electrolyte density decreases as the battery discharges.

Lead sulphate is changed into lead peroxide at the positive plates, and into spongy lead at the negative plates during charge ; this reaction frees sulphuric acid.

Electrolyte density increases as the battery charges.

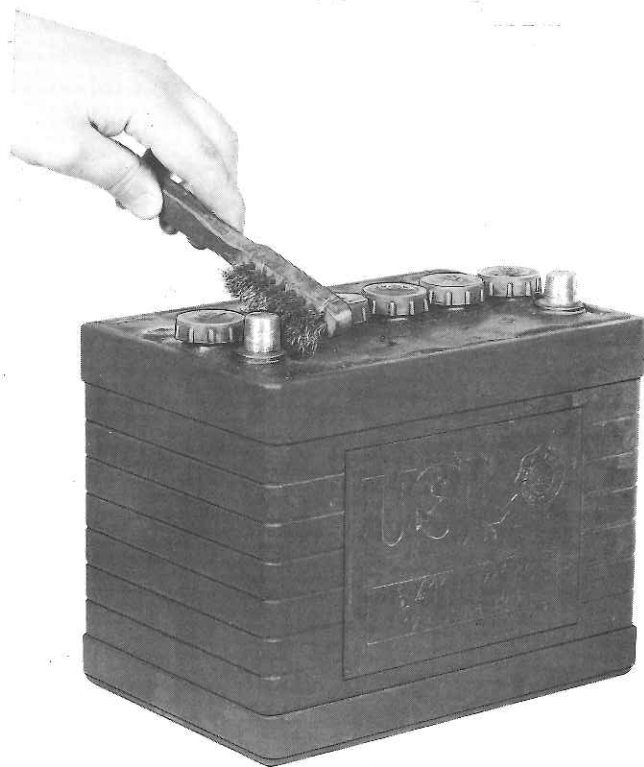


CHECK

The level of the electrolyte must be about 10 mm (1/2 inch) above the top of the plates. Connect a battery tester across each set of plates successively.

- 1° - Tester pointer must reach the «Normal» sector on the tester dial ; if not, the battery requires charging.
- 2° - The voltage drop evidenced by the tester after it has been connected across each cell for at least 15 seconds must not differ appreciably for any two cells.

If a much faster voltage drop is experienced for one or two cells in the battery, this indicates a short or an open circuit in the corresponding cells, and the battery must be replaced.



MAINTENANCE

a - Cleaning and protecting battery terminals

The exterior surfaces of the battery must be kept clean and dry. Wash the exterior surfaces with household detergent and water if acid has been spilled.

Wash the terminals with warm water, and use a wire brush to polish the contact surfaces of the battery terminal posts and battery cable terminal clamps.

The cups of the «ARELCO» connectors must be filled with grease.

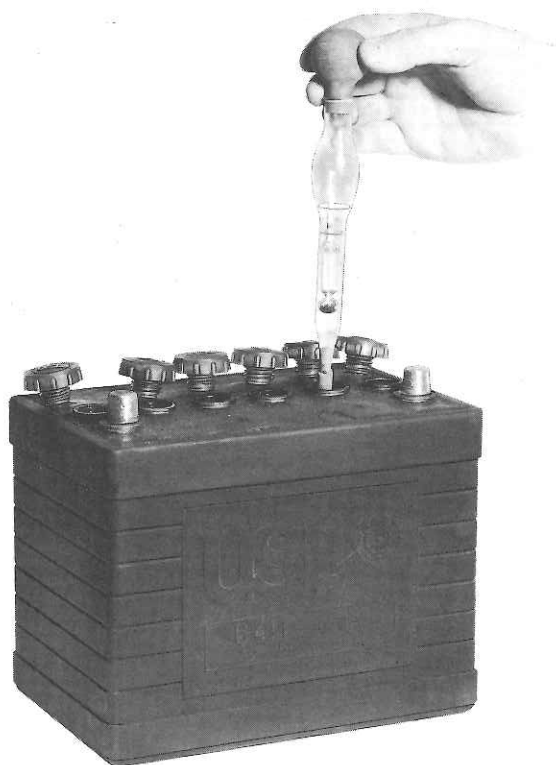
b - Electrolyte level

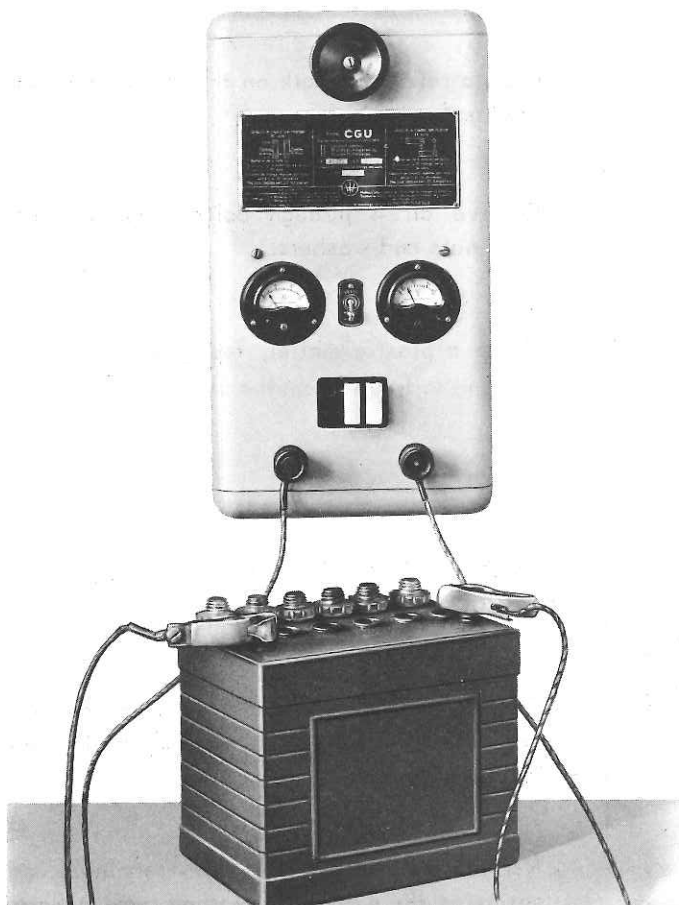
Add distilled water as required to bring back the level of the electrolyte to 10 mm (1/2 inch) approx. above the plates ; never add acid (except if the electrolyte was spilled accidentally).

Electrolyte specific weight at 15° C (59° F)

Sulphuric acid density : 1.84

Specific Weight, kg/dm ³	Degrees Baumé
1.01	1°
1.04	5.5°
1.20	24°
1.24	28°
1.25	29°
1.26	30°
1.31	34°





c - Charging the battery

The battery should be charged if the density of the electrolyte is below 27° Baumé.

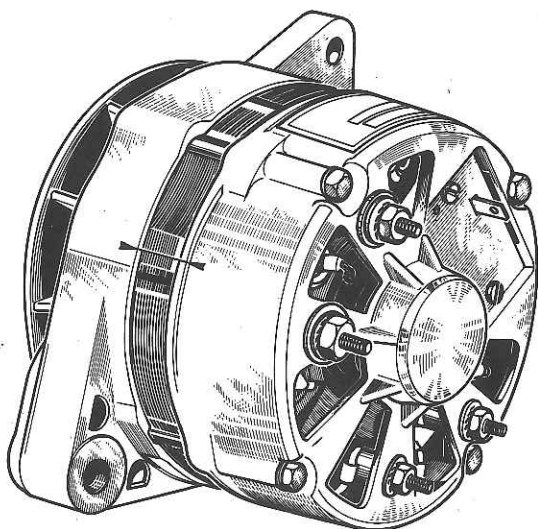
The battery is fully charged if the density is 31-32° Baumé at 15° C (59° F) (and remains unchanged for 2 hours).

Always charge the battery slowly ; the charging current must be 1/10th or 1/20th of battery capacity.

High current charges of short duration can be used if electrolyte density is less than 26 or 27° Baumé.

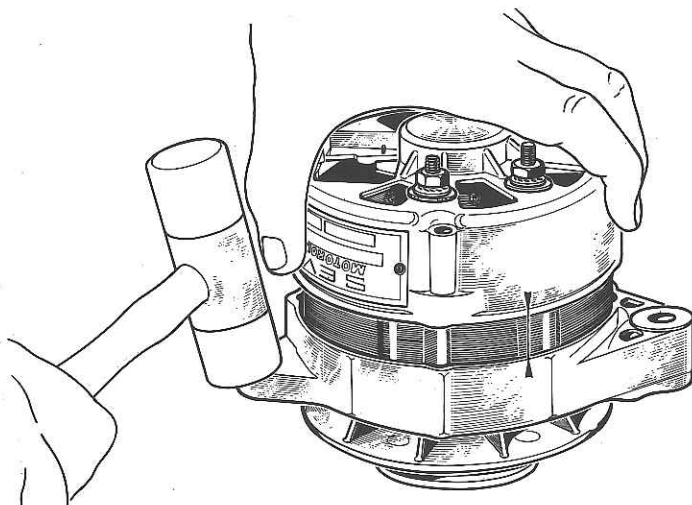
It should be pointed out, however, that high current charges are detrimental to the battery as soon as density reaches 28° Baumé ; this is due to the following factors :

- 1° - Charging efficiency decreases when voltage increases.
- 2° - A large quantity of water is lost through electrolysis.
- 3° - Large amounts of gases are released within the active ingredients of the plates, leading to disintegration of these ingredients.



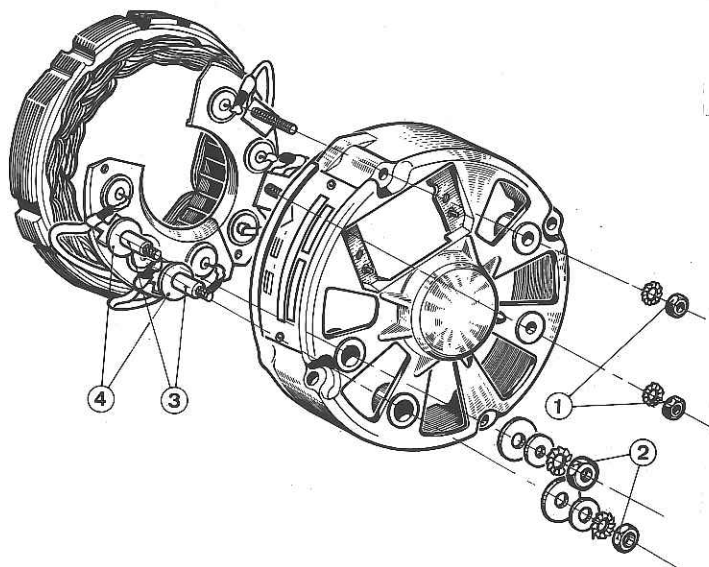
ALTERNATOR DISASSEMBLY

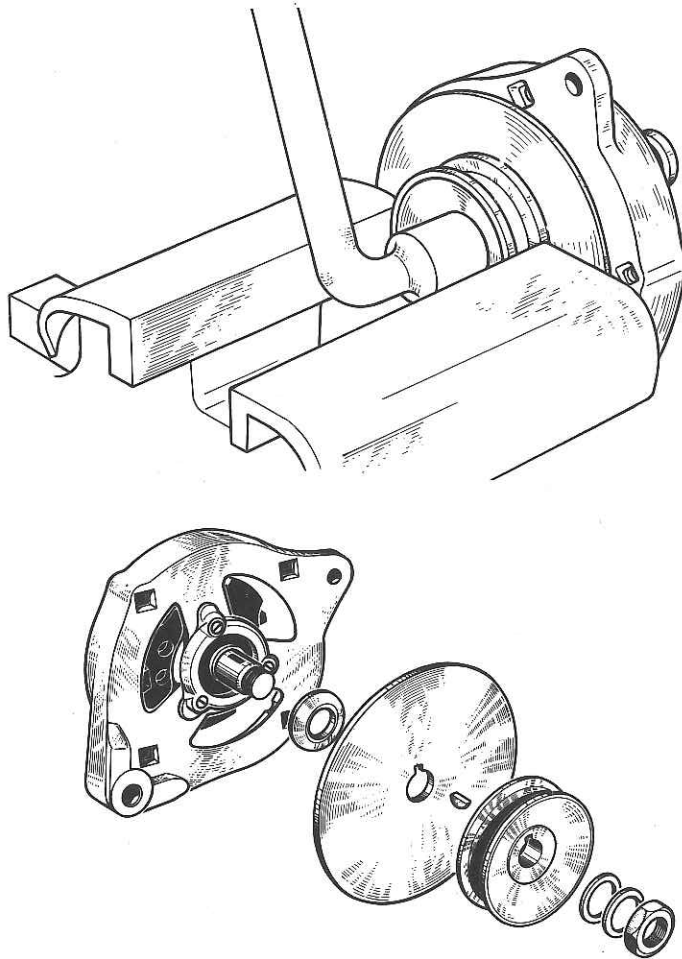
- Remove brush-holder.
- Draw a reference mark on the stator and both front and rear housings.
- Remove all 4 through bolts, together with their nuts and washers.
- Using a plastic mallet, tap gently the front housing to free it from the stator.



REMOVING THE STATOR FROM THE REAR HOUSING

- Remove both nuts 2 from the + terminals and set aside the externally-toothed, plain, and insulating washers.
- Remove both nuts 1 from the - terminals and set aside the externally-toothed lockwashers.
- Remove the stator from the rear housing.
- Set aside both insulating washers 4 and insulating tubes 3 used with the + terminals.





FRONT HOUSING DISASSEMBLY

Disassembly is required only if the front bearing must be replaced.

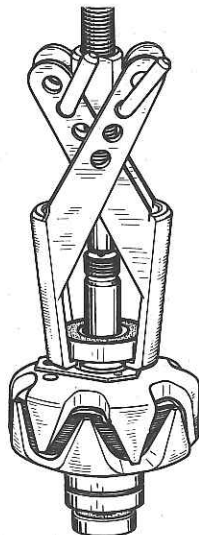
- Slacken pulley nut after clamping pulley in a vice equipped with lead jaws.
- Remove pulley, fan, and spacer.
- Remove three screws from the front bearing cover.
- Remove rotor and bearing assembly from front flange by tapping gently the shaft end.

IMPORTANT

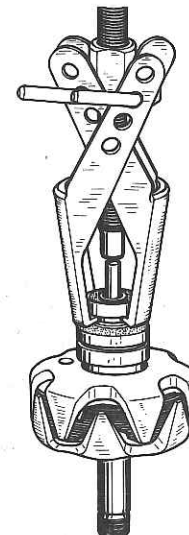
The rotor is pressed onto the shaft with a tight fit and should never be separated from the inner bearing cage, as the polar pieces would then separate from the coil and damage it irremediably.

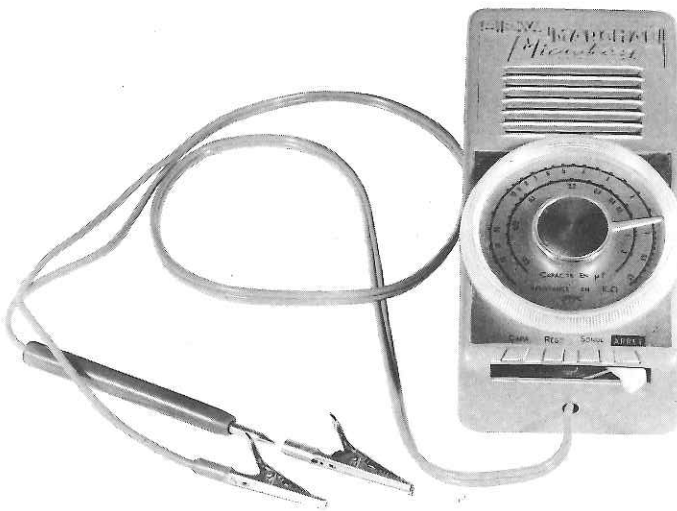
ROTOR BEARINGS REMOVAL

Pull out the front bearing, using a standard puller «Facom U 35» or similar. Set aside bearing cover.



To remove rear bearing : a 8-mm dia. \times 20 mm long section of steel rod should be inserted between puller and rotor axle end face.



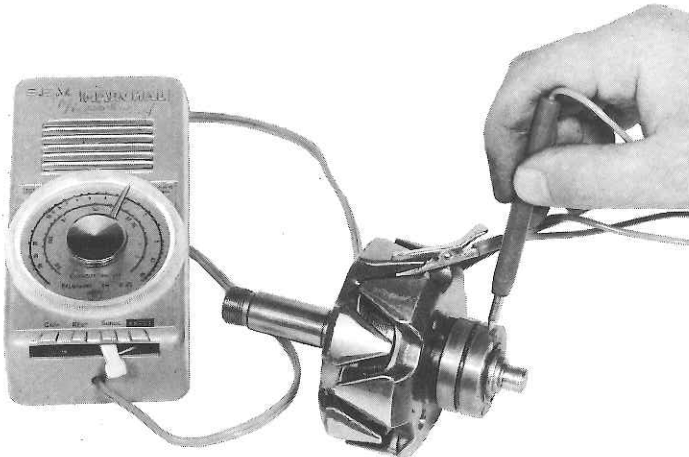


CLEANING

All disassembled parts should be cleaned in trichlorethylene and dried with compressed air.

CHECKING AND TESTING

A «MICROBAN» SEV MARCHAL should preferably be used ; this equipment can be replaced by a standard ohmmeter. Never use a test lamp connected to the a.c. mains ; the operating voltage must never exceed 12 Volts.

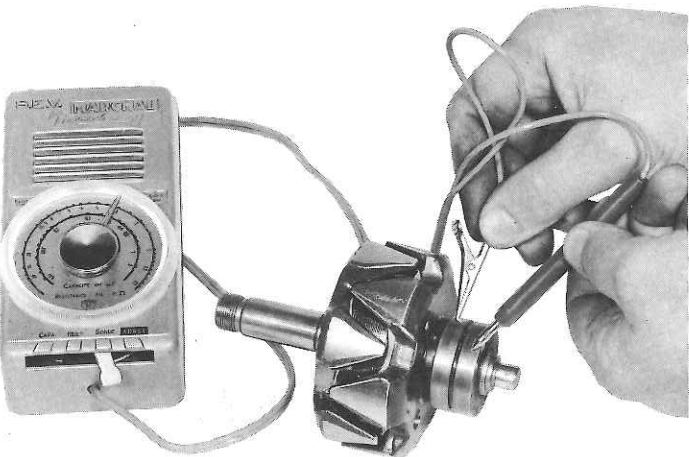


1 - Rotor

Resistance at 25° C (77° F) : $4.5 \pm .3$ ohms.

- Set the «MICROBAN» tester to «Sonde» (probe).
- Connect the alligator clip to the rotor prongs.
- Place the red probe in contact with one of the collector rings.

No tone should be heard, or the tone should be barely audible.

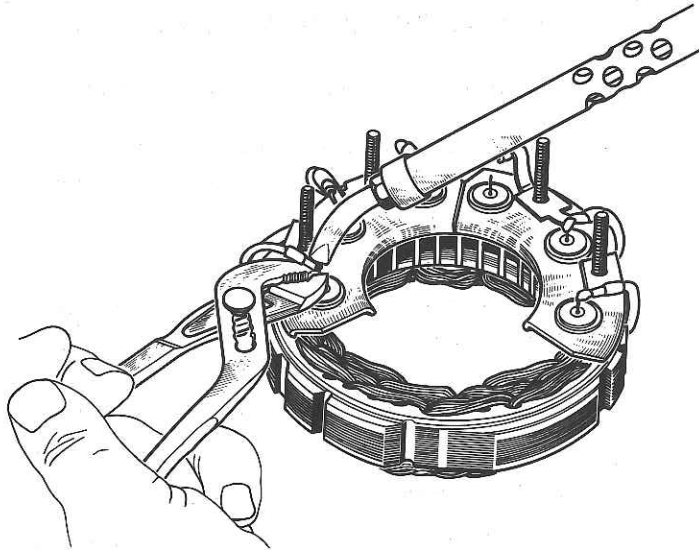


Now place the alligator clip with the other collector ring.

A tone of maximum loudness should be heard, as when both probes of the «MICROBAN» are shorted.

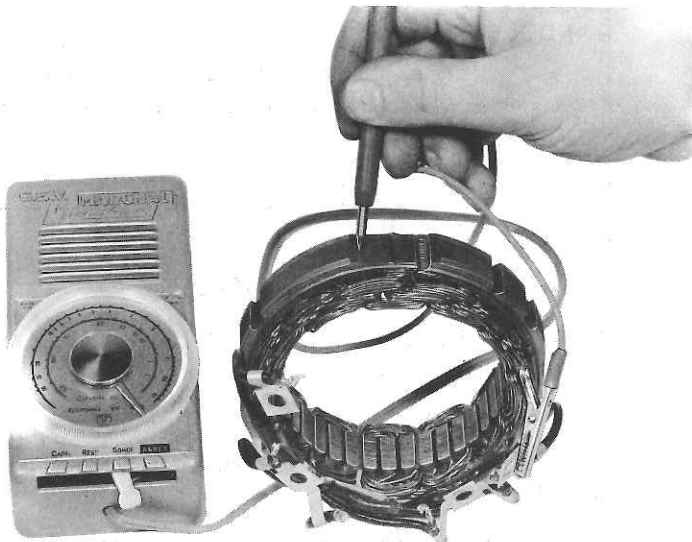
- Switch off the «MICROBAN»

Scratched collector rings should be polished with fine-grain abrasive paper ; the rotor must be rotated during the polishing operation to avoid forming flats which would cause vertical oscillations of the brushes.



DISCONNECTING THE DIODES FROM THE STATOR

- Locate all wires connecting the diodes to the stator, and find out the location of the diode-holders.
- Use a high power (more than 150 watts) and very hot soldering iron to unsolder the wires, having care to clamp the pigtail of the diodes with a pair of pliers to act as a heat shield and protect the diodes from damage caused by heat.



CHECKING THE DISASSEMBLED STATOR

A few turns may be shorted inside the stator coil ; this fault causes overheating and can be easily detected by visual checking.

a - Insulation

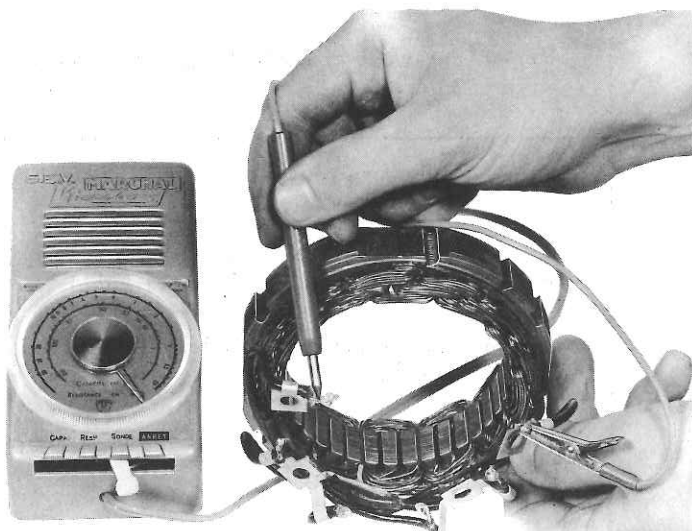
Set MICROBAN tester to «Sonde» (probe).

- Connect one probe to one of the coil output leads.
- Contact the iron core with the other probe.

No audible tone : the coil is not grounded.

Audible tone : the coil is grounded.

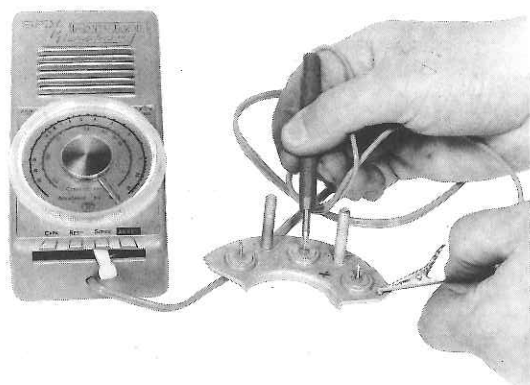
- Check all three phases as indicated above.



b - Continuity

- Connect a probe to one of the coil output leads.
- Contact all the other output leads successively with the other probe.

The tone should be heard without any interruption, even when the leads are moved.



CHECKING THE DISCONNECTED DIODES

Set «MICROBAN» tester to «Sonde» (probe).

- Connect one probe to the pigtail of a diode, and the other probe to the diode holder.
- Now reverse the connection.

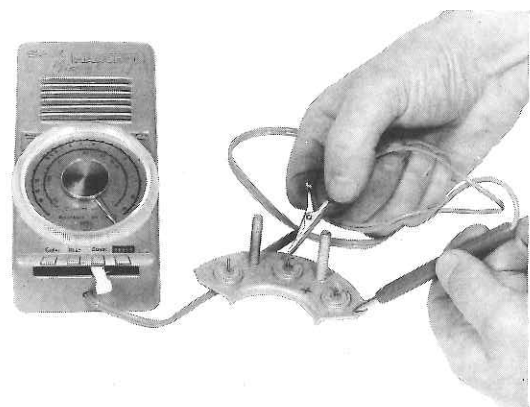
A tone should be heard for one direction of connection only.

- Tone heard for both directions : shorted diode.
- No tone : open diode.

Check all diodes in succession as indicated above.

NOTE -

The complete diode holder assembly must be replaced even if one diode only is defective.



CHECKING THE BRUSH HOLDER

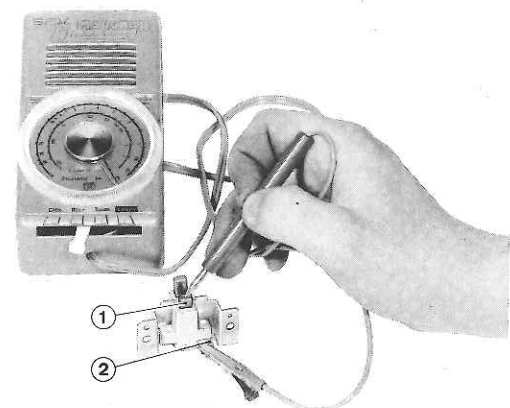
Set «MICROBAN» tester to «Resistance» and turn pointer to zero.

a - Continuity

- Connect ohmmeter between insulated brush 1 and terminal strip 2.

No tone or crackling noise should be heard, even when the brush and shunt are moved.

- Repeat the above check for the negative brush.

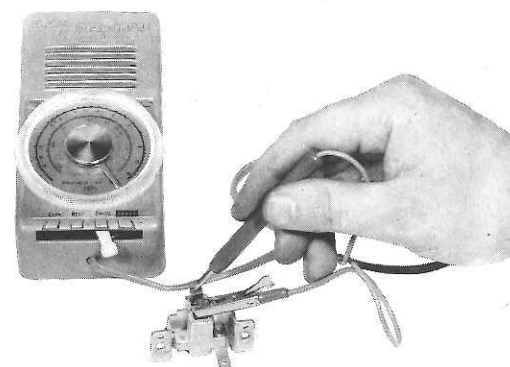


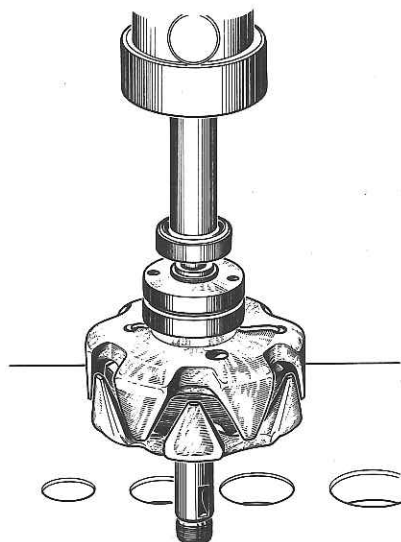
b - Insulation

Set «MICROBAN» tester to «Sonde» (probe).

- Connect tester between insulated brush and negative brush.

No tone should be heard.



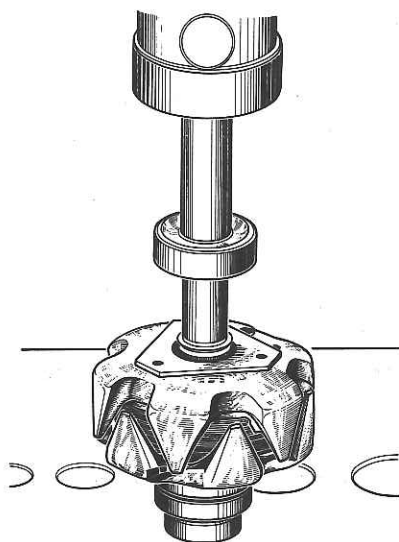


ALTERNATOR RE-ASSEMBLY

Re-assemble the alternator in the order given below after all parts have been checked and cleaned.

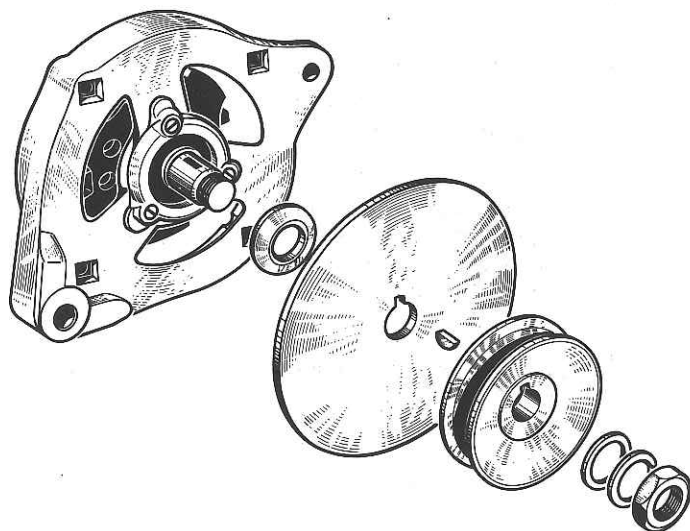
Rear bearing re-installation

- Install a new rear bearing with an arbor press, using a length of tubing resting only on the inner race of the bearing (10 × 50 mm tubing).



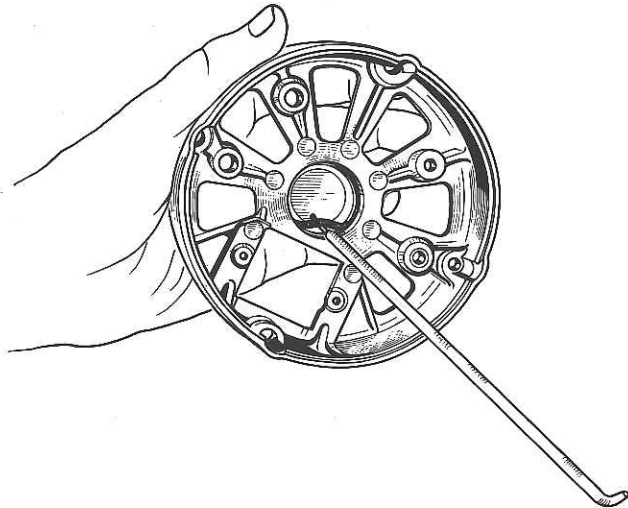
FRONT BEARING RE-INSTALLATION

- Install bearing cover with bosses facing rotor.
- Install a new front bearing with an arbor press, using a length of tubing resting only on the inner race of the bearing (18 × 50 mm tubing).



FRONT HOUSING RE-ASSEMBLY

- Place rotor into front housing.
- Install three bearing cover attachment screws, tighten, and lock.
- Engage spacer on shaft with small O.D. facing pulley.
- Install :
 - key,
 - fan,
 - pulley,
 - flat washer,
 - «Grower» lockwasher,
 - nut.
- Torque to 4 m.kg (29 ft.lbs).

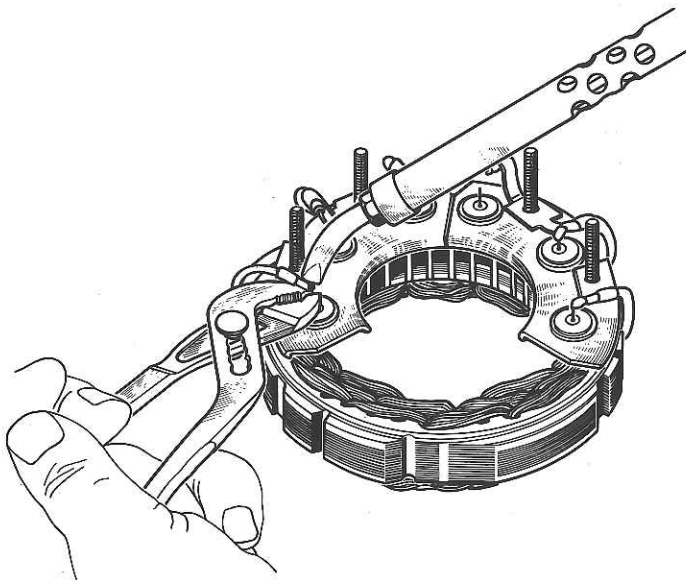


REAR HOUSING O-RING SEAL REPLACEMENT

- Remove O-ring.
- Clean groove carefully.
- Clean up vent hole.
- Lubricate bore and groove.
- Install new O-ring after smearing it with oil.

NOTE :

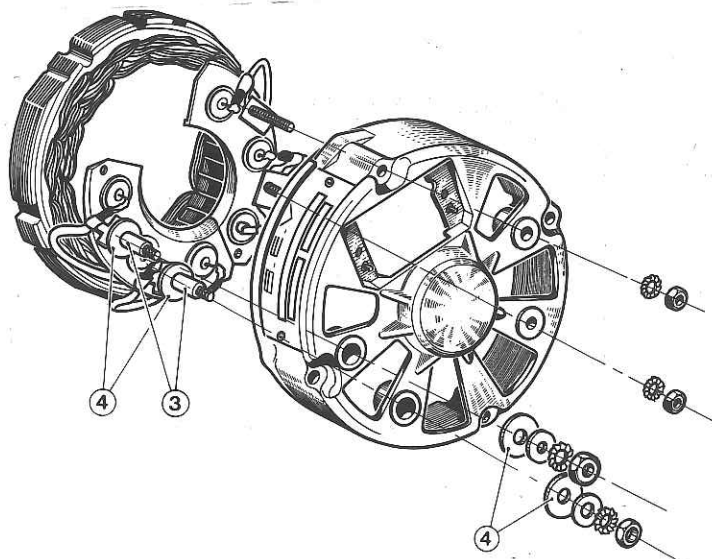
As from alternator serial number 121.953, a 2.8 mm thick seal is used to replace the former 3.2 mm seal.



DIODES-TO-STATOR CONNECTION

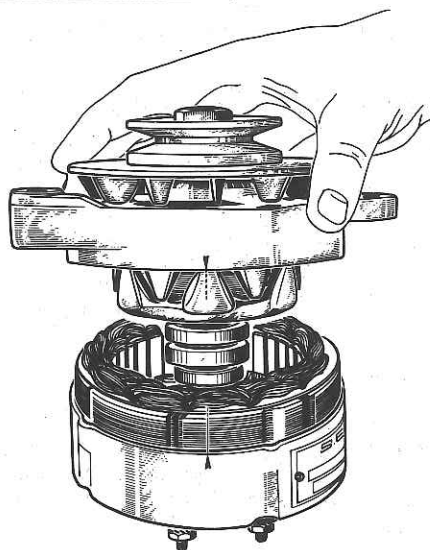
Never reverse the diode-holders on the stator.

- Carefully clean up the diode and stator output wires.
- Position the three wires on each diode-holder, taking care to replace each wire in its original position.
- Solder each diode, taking care to clamp the pigtail of the diode with pliers to avoid heat damage ; use a high power, very hot soldering iron, as prescribed for disassembly.
- Connect all the other diodes as indicated above.



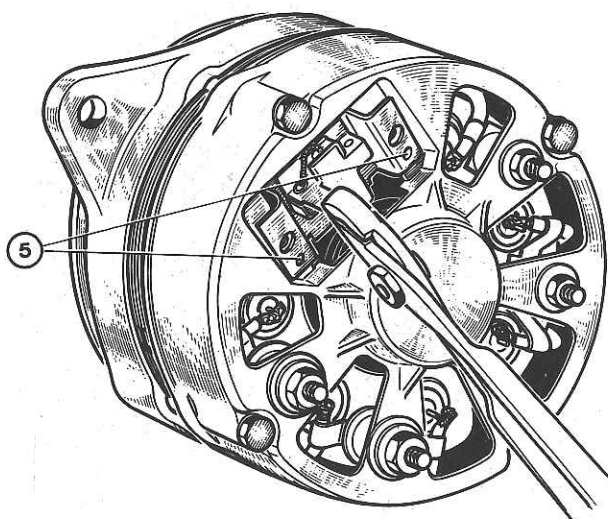
REAR HOUSING RE-ASSEMBLY

- Place two insulating washers 4 and two insulating tubes 3 on the positive diode-holder (red marks).
- Install the rear housing on the stator assembly.
- Place two insulating washers 4, two flat washers, two lockwashers, and two nuts on the positive diode-holder terminals ; tighten the nuts.
- Install two lockwashers and nuts on the negative diode-holder (black marks).



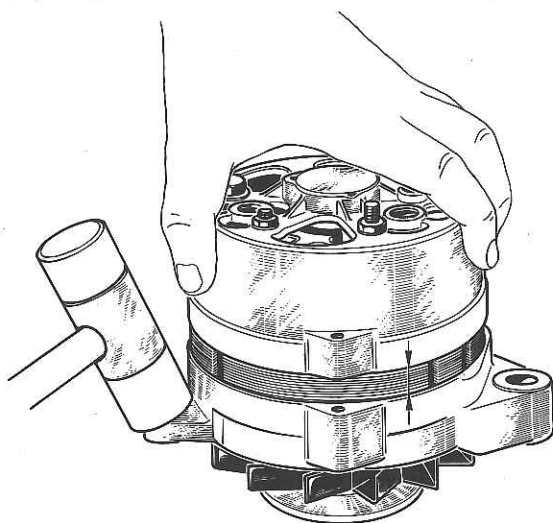
FRONT-TO-REAR HOUSING RE-ASSEMBLY

- Position rotor on rear housing and assemble.
- Align positioning marks drawn on the stator before disassembly.
- Install four assembling bolts through the front and rear housings, and tighten.
- Carefully engage brush-holder on both centering studs 5, taking care not to damage the brush holder.
- Install insulating plate and two screws.



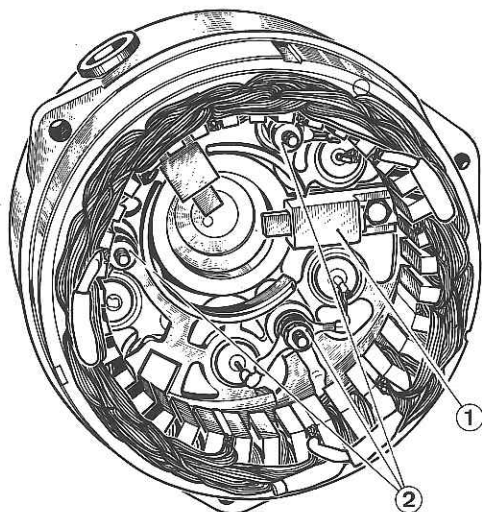
Alternator re-installation on car

(refer to page 0209).



ALTERNATOR DISASSEMBLY

- Draw a reference mark on the stator and both front and rear housings.
- Remove the three assembling screws for the housings.
- Using a plastic mallet, tap gently the front housing to free it from the stator.

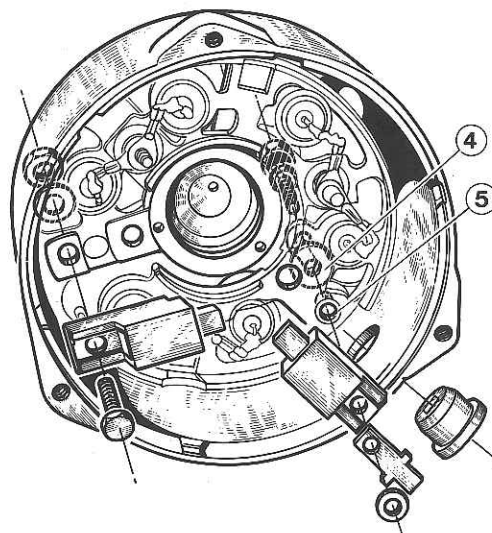
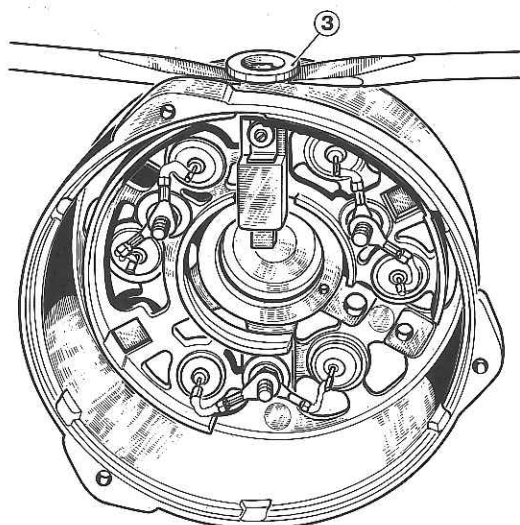


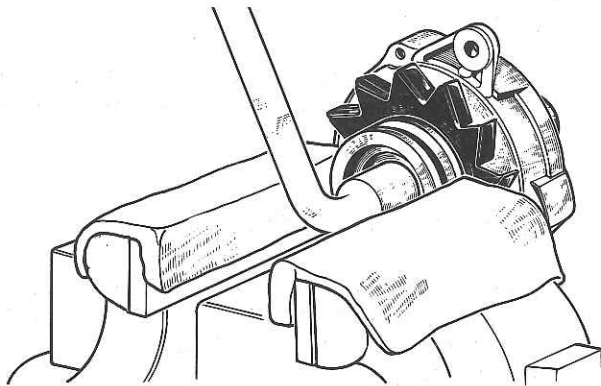
STATOR AND BRUSH-HOLDERS REMOVAL

- Remove three nuts and washers 2 attaching the stator to the relay terminals on the positive diode-holder.
- Remove :
 - Stator
 - Negative brush 1
 - Positive brush terminal protector 3 and brush-holder.

NOTE :

Insulating tube 5 should be removed if it disengages easily from its housing. Set aside insulating tube 5 and insulating washer 4 located between positive diode-holder and rear housing.

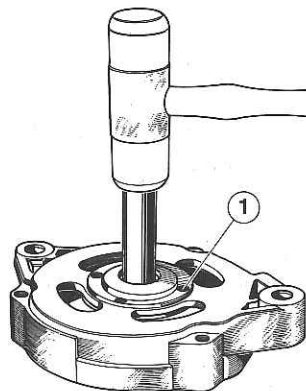
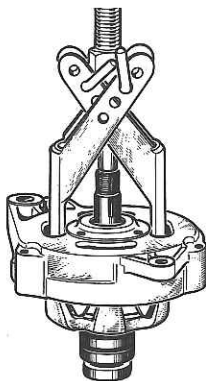




FRONT HOUSING DISASSEMBLY

Replacing one of the components requires disassembling the front housing.

- Remove nut, lockwasher, pulley, fan, key, and spacer.
- Use a «FACOM U 35» puller or similar to remove the rotor from the front housing.



ROTOR BEARINGS REMOVAL

a - Front bearing

- Remove four screws 1 from the front bearing cover.
- Remove bearing.



b - Rear bearing

Insert a 8 × 20 mm long section steel rod between puller and rotor axle end and remove bearing with puller.

CLEANING

All disassembled parts should be cleaned in trichlorethylene and dried with compressed air.

CHECKING AND TESTING

- A «MICROBAN» SEV MARCHAL tester should preferably be used, this equipment can be replaced by a standard ohmmeter. Never use a test lamp connected to the a.c. mains; the operating voltage must never exceed 12 Volts.

CHECKING THE ROTOR

Set the «MICROBAN» tester to «Sonde» (probe).

- Connect the alligator clip to the rotor prongs.
- Place the red probe in contact with one of the collector rings.

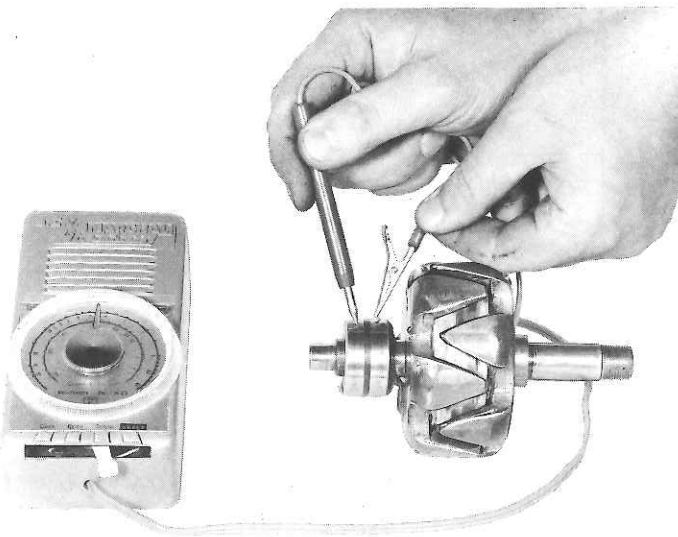
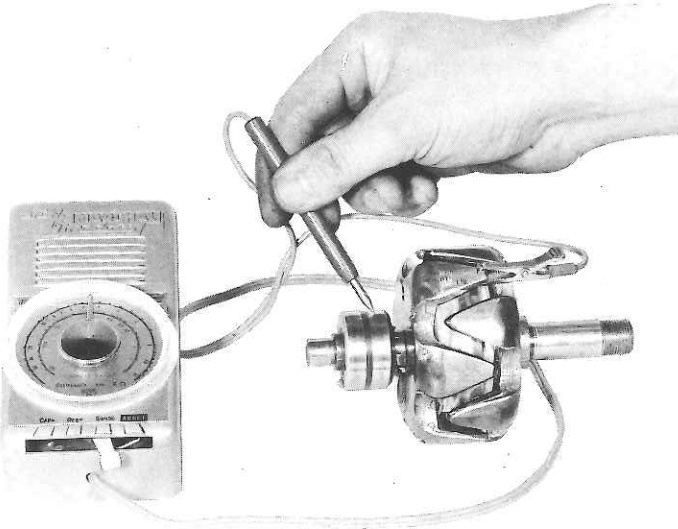
No tone should be heard, or the tone should be barely audible.

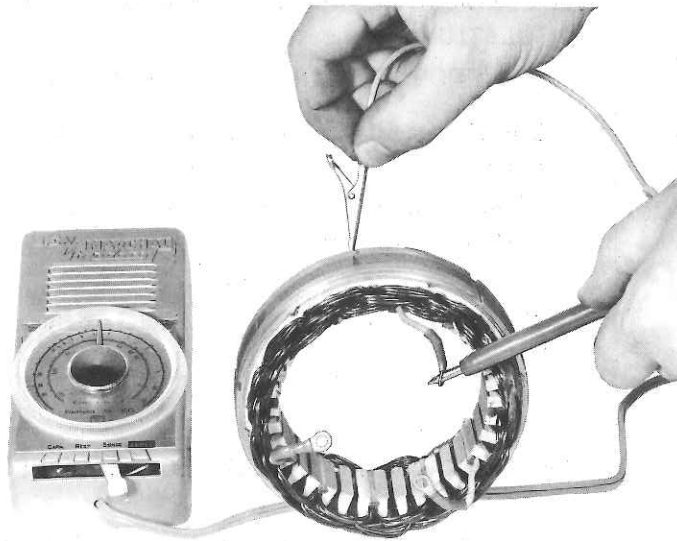
- Now place the alligator clip in contact with the other collector ring.

A tone of maximum loudness should be heard, as when both probes of the «MICROBAN» are shorted.

The «MICROBAN» tester should be turned off after each check to avoid discharging the dry batteries.

Scratched collector rings should be polished with fine-grain abrasive paper; the rotor should be rotated during the polishing operation to avoid forming flats which would cause vertical oscillations of the brushes, and therefore result in «brush noise».





CHECKING THE STATOR

A few turns may be shorted inside the stator ; this fault causes overheating and can be easily detected by visual checking.

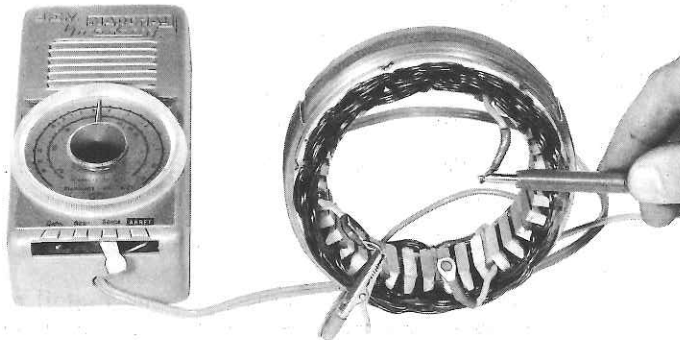
a - Insulation

Set «MICROBAN» tester to «Sonde» (probe).

- Put one of the probes on the stator iron core.
- Put the other probe in contact with each of the coil output leads, successively.

No audible tone : The stator is not grounded.

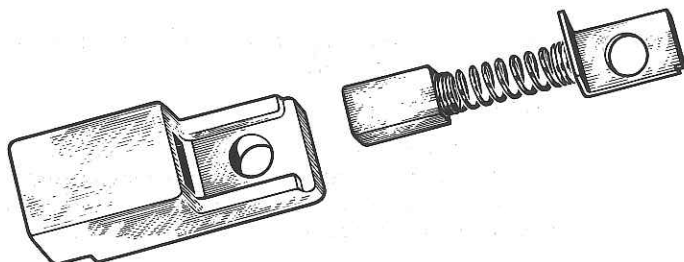
Audible tone : The stator must be replaced.



b - Continuity

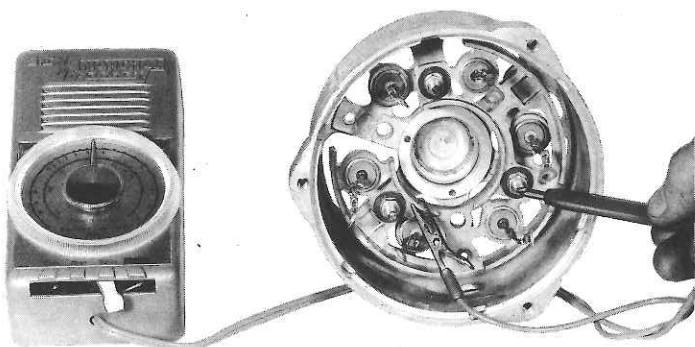
- Connect one of the probes to one of the coil output leads.
- Put the other probe in contact with each output lead successively.

The tone should be heard without any interruption, even when the leads and connections are moved.



CHECKING THE BRUSHES

- Make sure the brushes slide freely in their brush-holders. Replace the brushes if their length is less than 10 mm.

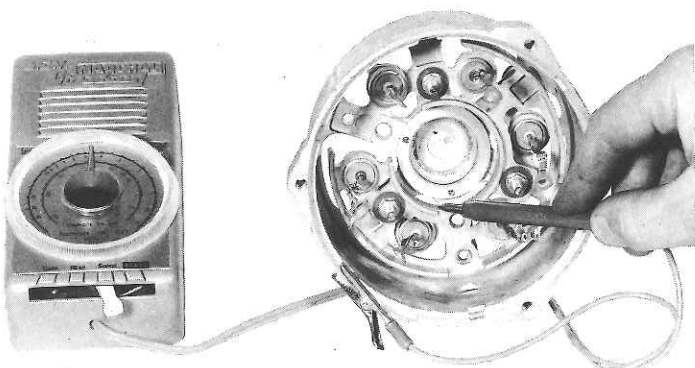


CHECKING THE RELAY TERMINALS FOR INSULATION

Set «MICROBAN» tester to «Sonde» (probe).

- Connect one of the probes to the + diode-holder.
- Put the other probe in contact with each terminal, successively.

No tone should be heard ; if this is not the case, the insulation of the terminal is defective.

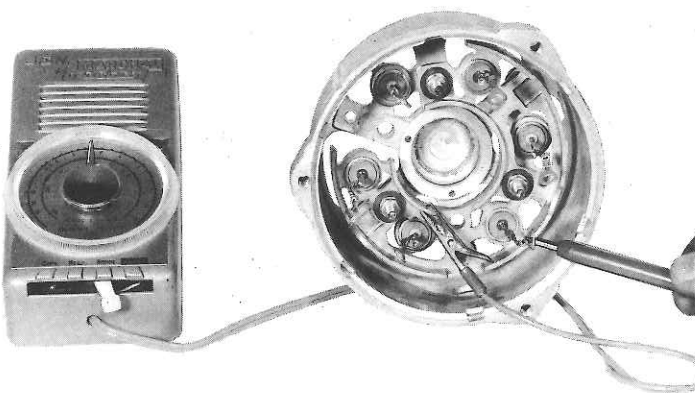


CHECKING THE + DIODE-HOLDER FOR INSULATION.

Set «MICROBAN» tester to «Sonde» (probe).

- Connect the alligator clip to the rear housing.
- Put the probe in contact with the + diode holder.

No tone should be heard ; if this is not the case, find out the reason why insulation is defective.



CHECKING THE DIODES

- Disconnect the diodes at the three relay terminals.

Set «MICROBAN» tester to «Sonde» (probe).

- Put one probe in contact with the pigtail of a diode, and the other probe in contact with the diode holder.
- Now reverse the connections.

A tone should be heard for one mode of connection only.

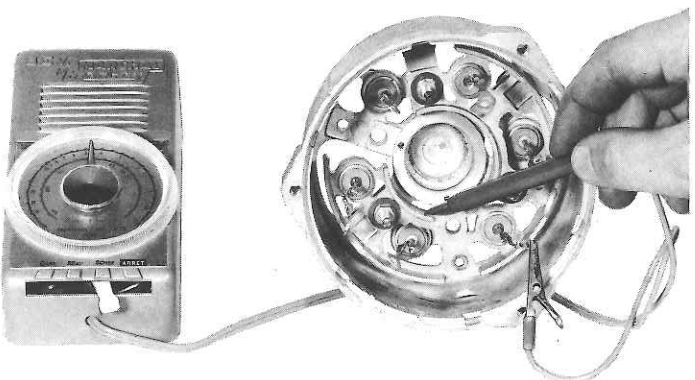
Tone heard in both cases : shorted diode

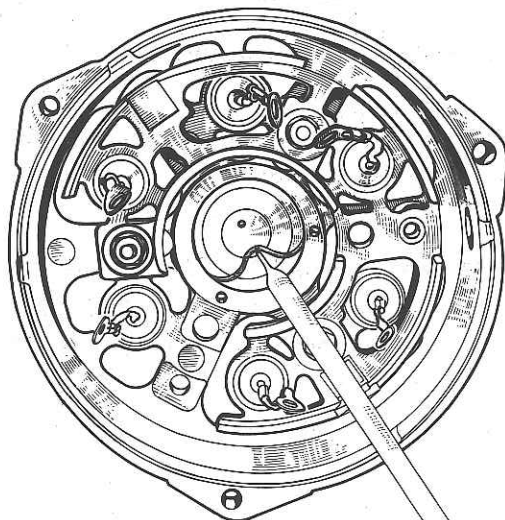
No tone : open diode.

- All six diodes should be checked successively as indicated above.

NOTE :

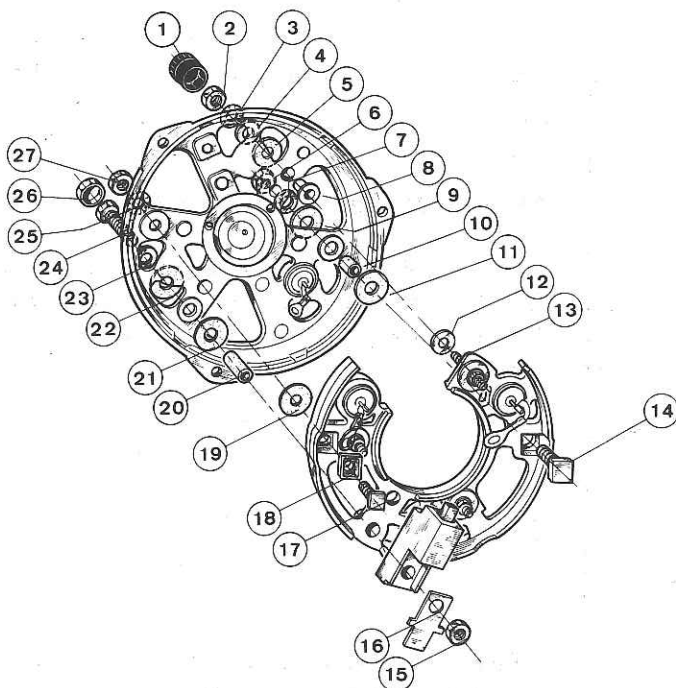
If one of the diodes is defective, the complete diode-holder assembly must be replaced for a positive diode, or the rear housing assembly for a negative diode (page 02 31).





REAR HOUSING SEAL REPLACEMENT

- Remove seal.
- Clean groove carefully.
- Clean up vent hole.
- Lubricate bore and groove.
- Install new seal after smearing it with oil.



POSITIVE DIODE-HOLDER REMOVAL

Required only when :

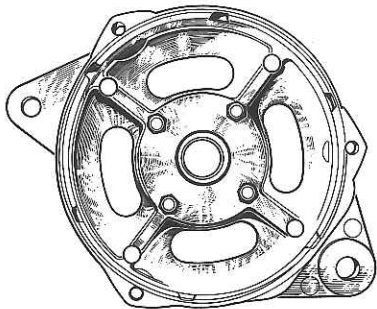
- One of the + or - diode is defective ;
- Insulation is defective for one of the relay terminals or for the positive diode-holder.
- Remove nut 6, flat washer, and insulating washer from + terminal.
- Remove screw 14 and save insulating washer 11 installed between diode-holder and insulating tube 10.
- Remove nut 27 with lockwasher, remove screw, square insulator 18, and set aside insulating washer 19 installed between housing and diode-holder.
- If the + diode-holder incorporates a third attachment point, remove nut 2 with lockwasher, flat washer, insulating washer 5 and set aside insulating pilot 8 together with flat spacer 12.

**ALTERNATOR RE-ASSEMBLY**

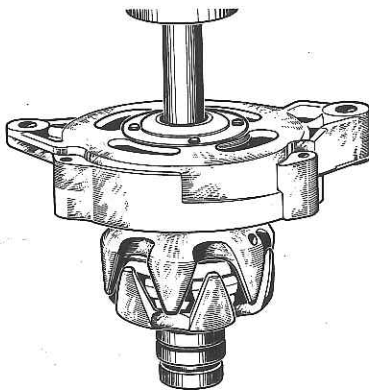
Re-assemble the alternator in the order given below after all parts have been cleaned and checked.

REAR BEARING RE-INSTALLATION

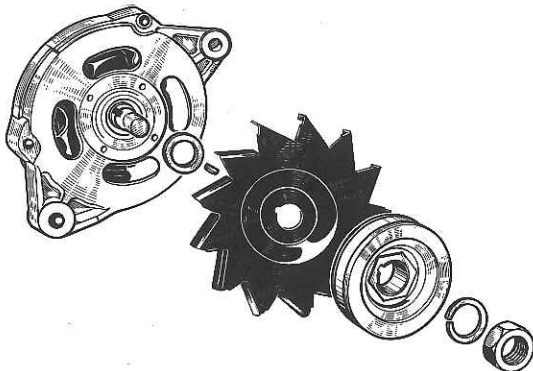
- Install a new rear bearing with an arbor press, using a 12-mm I.D. tubing resting only on the inner race of the bearing.

**FRONT BEARING RE-INSTALLATION**

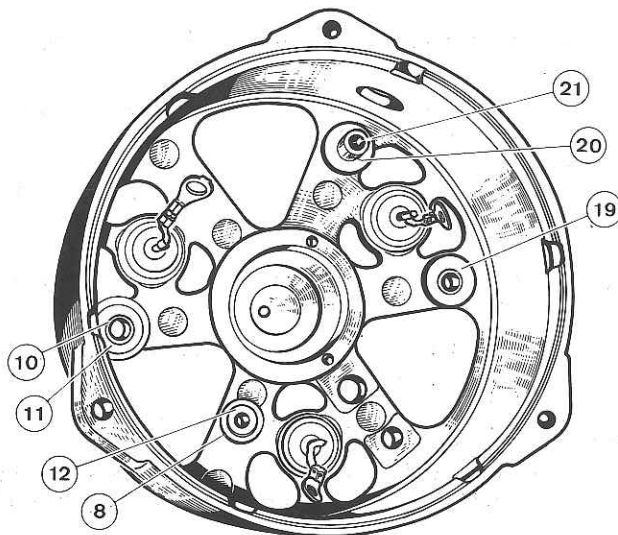
- Engage the new bearing in the front housing.
- Install the bearing cover and four attachment screws.

**FRONT HOUSING RE-ASSEMBLY**

Install the front housing on the stator with an arbor press, using a length of 17-mm I.D. tubing resting on the inner race of the bearing.



- Engage the spacer, key, fan, pulley, lock-washer and nut on the shaft.
- Torque to 4 m.kg (29 ft.lbs).



POSITIVE DIODE-HOLDER RE-ASSEMBLY

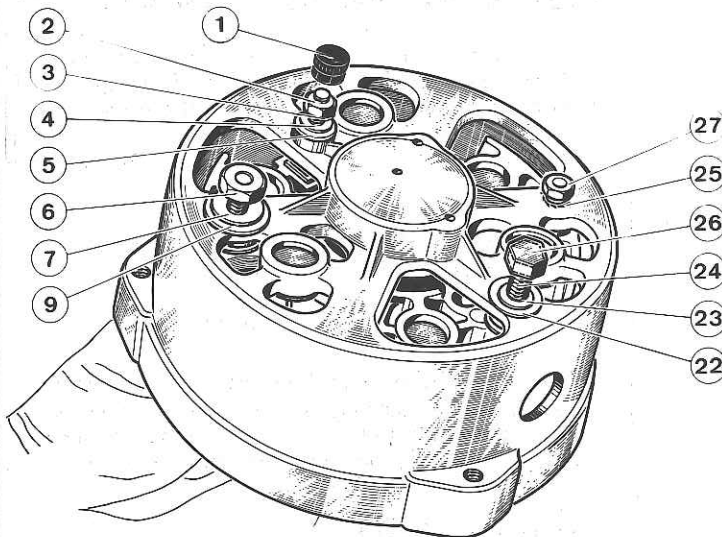
- Install :

- Short insulating tube 10 and one 8-mm dia. insulating washer 11.
- Insulating tube 20 and one 7-mm dia. insulating washer 21.
- One 7-mm dia. insulating washer 19.
- Insulating pilot 8 and flat steel spacer 12.
- Positive diode-holder.

- Engage :

- Screw 14 on + terminal.
- Screw 17 with square nylon insulator 18.

- Swing rear housing backwards while maintaining in position the positive diode holder by the screws previously installed.



- Place :

- 8-mm dia. insulating washer 9, flat washer 7 and nut 6 on + terminal 14.
- Lockwasher 25 and nut 27 on screw 17.
- Insulating washer 5, flat washer 4, lockwasher 3 and nut 2.
- Flat washer 23, insulating washer 22 on screw 24; engage screw in insulating tube 20.

- Install + brush-holder, field connector strip 16 and nut 15.

- Check that the following parts have been installed before tightening nuts :

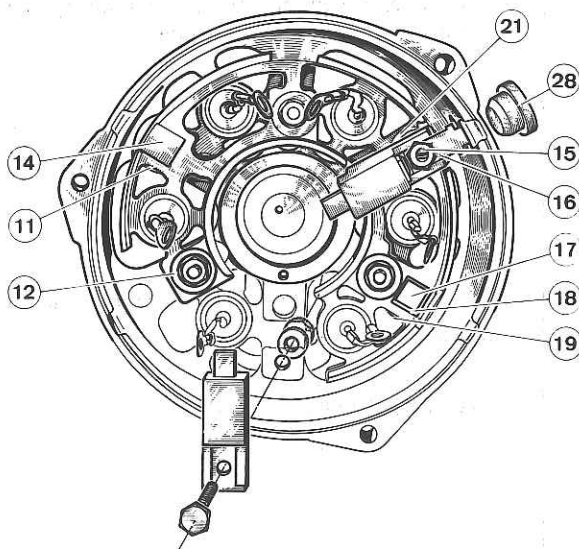
- Insulating washer 11 between + diode-holder and housing,
- Insulating washer 21 between + diode-holder and housing,
- Insulating washer 19 between + diode-holder and housing,
- Steel spacer 12 between insulating pilot 8 and + diode-holder.

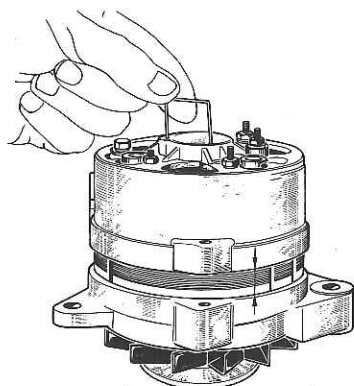
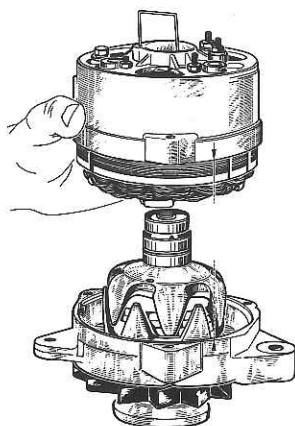
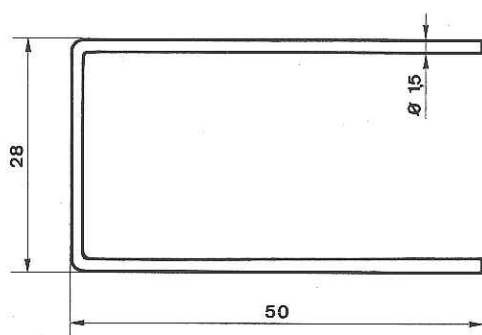
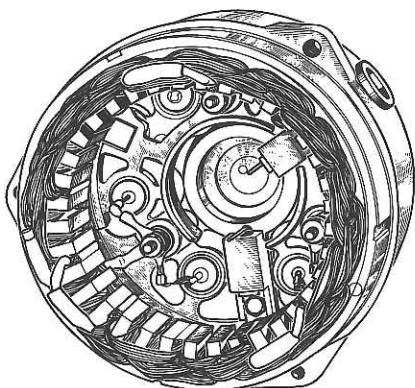
- Tighten all nuts, making sure that insulating washers are centered.

- Install cap 1 and 26 as well as excitation terminal strip protector 28.

NOTE -

The positive diode holder, + terminals and relay terminals should always be checked for proper insulation after re-assembly is completed (page 02 30).





REAR HOUSING & STATOR RE-ASSEMBLY

- Position the negative brush on the rear housing.
- Connect each diode to the nearest relay terminal.
- Mate the reference marks on the stator and rear housing.
- Connect the three stator output leads to the three relay terminals.
- Install the lockwashers and nuts.
- Tighten the nuts, taking care to position the leads towards the periphery of the housing.

FRONT & REAR HOUSING RE-ASSEMBLY

Use a length of 1.5 mm dia. steel wire to fabricate tool No. 0.1201 as per drawing opposite; this tool is used to install the brushes.

- Insert the tool in the two openings in the rear housing.
- Push back each brush successively to allow for placement of tool 0.1201.
- Position the front housing vertically.
- Push down the rear housing onto the rear bearing, after mating the reference marks on the stator and front housing, and make sure the brushes do not jam on the collector.
- Remove tool 0.1201.
- Install and tighten three assembling screws together with their lockwashers.

RE-INSTALLATION OF ALTERNATOR ON CAR

(refer page 02.09).

XC KF - KF 1 - KF 2
LUBRICATION - MAINTENANCE



REGULAR INSPECTIONS

Maintenance Intervals after 600 miles (1 000 km)	Operation	Unit
600 miles (1 000 km)	Level	Engine sump
3 000 miles (5 000 km)	Drain Clean Replace Lubricate Level Bleed Check or Adjust	{ Engine Sump Oil filter housing Oil filter cartridge (wire gauze) Air Cleaner Radiator fins Purflux or Easy-change cartridge (servicing intervals up to 6000 miles (10 000 km)) Distributor and dynamo Injection pump, radiator Water trap filter Tightness of supply system Self disengaging fan Sparking plugs Fan belt tension
6 000 miles (10 000 km)	Replace Tighten Adjust	Purflux or Easy-change cartridge Cylinder head } Servicing intervals up to Rockers } 12 000 miles (20 000 km) Distributor points gap Ignition advance Self disengaging fan air gap Idling speed
9 000 miles (15 000 km)	Check Replace	{ Injection pump piston lubrication Fuel pump inlet filter Sparking plugs
12 000 miles (20 000 km)	Replace Tighten Adjust	{ Water trap filter cartridge Air cleaner cartridge Cylinder head Rockers
18 000 miles (30 000 km)	Replace	Fuel pump brushes (PLF 5)
30 000 miles (50 000 km) (or every 18 months)	Drain	Injection pump

Oils to be used in all seasons
 ENGINE : ESSO EXTRA MOTOR OIL 20W/30/40
 INJECTION PUMP : ESSO OLEOFLUID 40.E.P. or UNIVIS 40.

PEUGEOT