WORKSHOP MANUAL

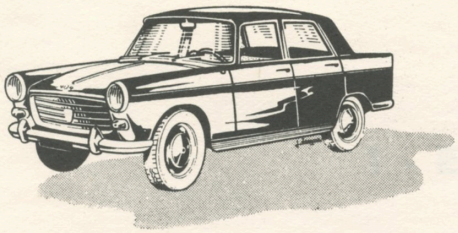
404

AND ASSOCIATED VEHICLES

SUPPLEMENT No. 1

TO THE FIRST EDITION

PEUGEOT



WORKSHOP MANUAL

404

ASSOCIATED VEHICLES

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Instructions given in this handbook follow the standard arrangement adopted for all Peugeot technical documents.

1 - ENGINE

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ENGINE IDENTIFICATION - All types of 404s

	ENGINE
SALOON CARS - CABRIOLETS - COUPES w/carburettor engine - FAMILY CARS w/petrol engine Up to serial numbers : **404** - 4.399.562 **404 J** - 4.527.038 **404 C** - 4.496.236 **404 L** - 4.837.402	XC - 3-main bearings
From serial numbers : **404** - 4.400.001 to 5.046.809 **404 J** - 4.528.001 to 4.529.913 **404 C** - 4.497.001 to 4.497.999 **404 L** 4.838.001 to 4.851.595	XC 5 "Earlier installation" 5-main bearings
As from serial numbers : **404** - 5.046.810 **404 J** - 4.529.914 **404 C** - 4.498.001 **404 L** - 4.851.596	XC 5 "Later installation" 5-main bearings
404 COMMERCIAL VEHICLES WITH PETROL ENGINE Up to serial number : **404 U6** - 4.719.903	XB 2 - 3-main bearings
As from serial number : **404 U6** - 4.720.001	XB 5 - 5-main bearings
SALOON CARS, CABRIOLETS & COUPES WITH PETROL INJECTION ENGINE Up to serial numbers : **404 KF** - 4.556.190 **404 C.KF** - 4.591.782	XC.KF - 3-main bearings
From serial numbers : **404 KF** - 4.557.001 to 4.569.999 **404 C.KF** - 4.592.001 to 4.593.999	XC.KF 1 - 5-main bearings
As from serial numbers : **404 KF** - 4.570.001 **404 C.KF** - 4.594.001	XC.KF 2 - 5-main bearings
404 SALOON CARS & associated vehicles with DIESEL ENGINE Up to serial numbers : **404 DA** - 3.060.687 (end of series) **404 LD** - 4.979.999 **404 U6D** - From beginning of series	XD 85
404 L - From beginning of series **404 LD** - From serial number 4.980.001	XD 88

CARBURETTOR ENGINE

General data

ENGINE TYPE	XC - 3-main bearings	XC 5 - 5-main bearings		XC 2 - 3-main bearings	XB 5 - 5-main bearings
		Earlier installation	Later installation		
Engine slant	45°				
Number of cylinders	4				
Cylinder arrangement	in line				
Bore	84 mm			80 mm	
Stroke	73 mm			73 mm	
Cubic capacity	1618 c.c			1469 c.c	
Compression ratio	7.4/1 (1)		7.6/1	7.5/1	7.5/1 (2)
Max. BHP (SAE)	72 ch. (53 kW)		76 ch (56kW)	66 ch (49 kW)	
Corresponding engine speed	5,400 rpm		5,500 rpm	5,000 rpm	
Max. torque (SAE)	13 m.kg		13.3 m.kg	11.4 m.kg	
Corresponding engine speed	2,250 rpm		2,500 rpm	2,500 rpm	
Cylinder head	Alpax - Offset hemispheric chambers				
Valves	Overhead, rocker-controlled				
Cylinders	Wet, removable liners				
Crankshaft	3-main bearings	5-main bearings		3-main bearings	5-main bearings
Timing system	Double-width chain - hydraulic tensioner				
Camshaft	Lateral, in cylinder-block				
Carburettor	SOLEX 32 PBICA		SOLEX 34 PBICA	SOLEX 32 PBICA	
Fuel feed pump	Mechanical				
Lubrication	Pressure				
Oil sump capacity	4 litres or 7 pints				
Oil filter	Wire mesh				
Cooling system	Centrifugal pump				
Cooling system capacity	7,800 litres or 1 1/2 gallon				
Water thermostat (Calorstat)	No. 951 (72° C)				
Distributor curve	XC 1				
Ignition advance	11 deg. at flywheel				
Spark plugs	AC 44 F MARCHAL 36 P	AC. P. 44 XL MARCHAL 36 HS		AC 44 F MARCHAL 36 P	AC.P.44 XL MARCHAL 36 HS

(1) 7.2/1 up to **404** No. 4.082.648 & **404 J** No. 4.503.159
(2) 7.5/1 up to **404 U6** No. 4.739.299
7.75/1 as from **404 U6** No. 4.739.300

IDENTIFICATION OF CYLINDER BLOCKS - CYLINDER HEADS - CYLINDER HEAD GASKETS

Earlier installation

Up to serial numbers :

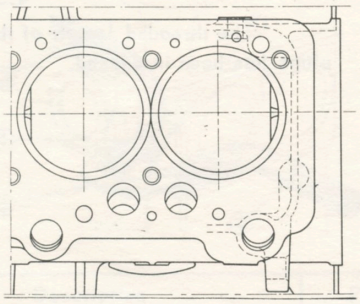
404 - 4.282.149
404 J - 4.525.327
404 C - 4.495.677
404 L - 4.825.616
404 U6 - 4.702.114

Later installation

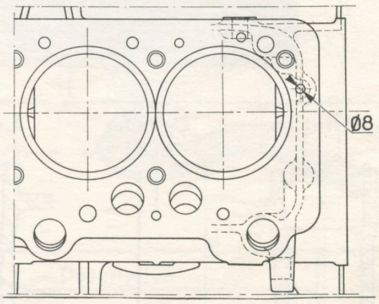
As from serial numbers :

404 - 4.282.150
404 J - 4.525.328
404 C - 4.495.678
404 L - 4.825.617
404 U6 - 4.702.115
404 KF - 4.550.001
404 CKF - 4.590.001

CYLINDER BLOCKS

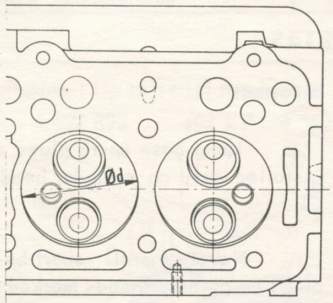


Improved cooling

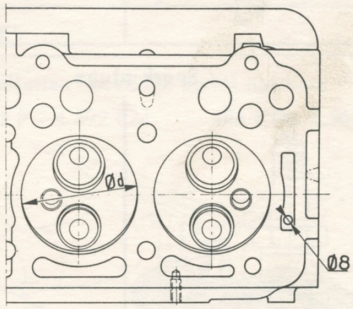


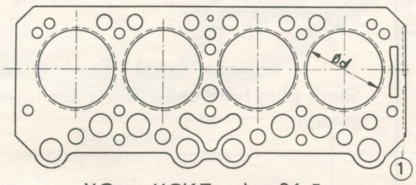
8-mm dia. hole at rear of cylinder block

CYLINDER HEAD AND GASKET

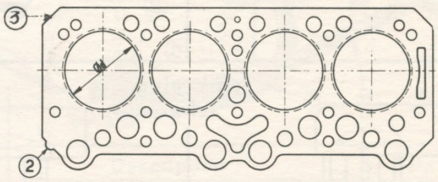


"d" dia. :
XC, XCKF } 85 mm
XB 2 = 81 mm





XC - XCKF : d = 86,5 mm
XB2 : d = 82.5 mm



Without crimping on rear face ;
with tab (2) for XC & XCKF
with tabs (2) & (3) for XB 2

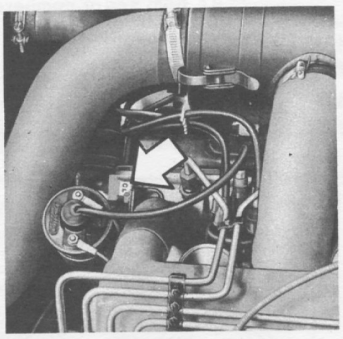
INTERCHANGEABILITY : Later model cylinder blocks, cylinder heads and cylinder head gaskets exclusively should be used on XCKF engines.

Never use earlier model cylinder head gaskets with later model cylinder blocks and cylinder heads.

Later model cylinder head gaskets may be used for all types of 3 and 5-main bearing engines.

CYLINDER HEAD FOR LONG-BASE SPARK PLUGS - 3 & 5-MAIN BEARING ENGINES

Ref. mark prescribing installation of long-base spark plugs



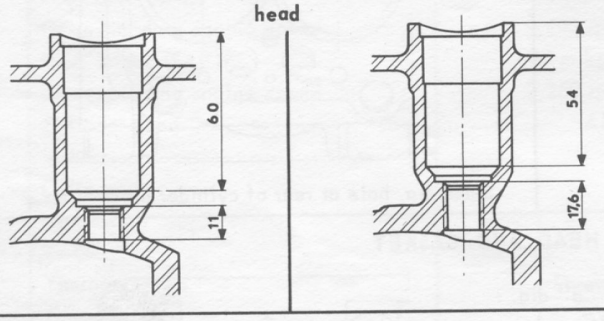
404
404 J
404 C
404 L
404 U6
} Equipped w/ 5-main bearing engines as from beginning of series

404 KF As from serial number : 4.554.833

404 CKF As from serial number : 4.591.575

The threaded length of the spark plugs has been increased.

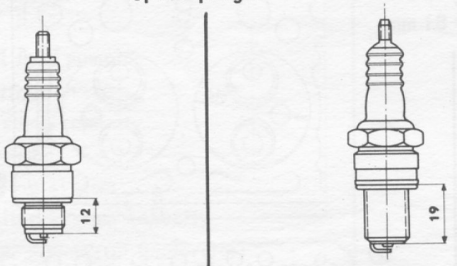
Earlier installation — Cylinder head — Later installation



Identification :

"CL" stamped on front pad

Spark plugs

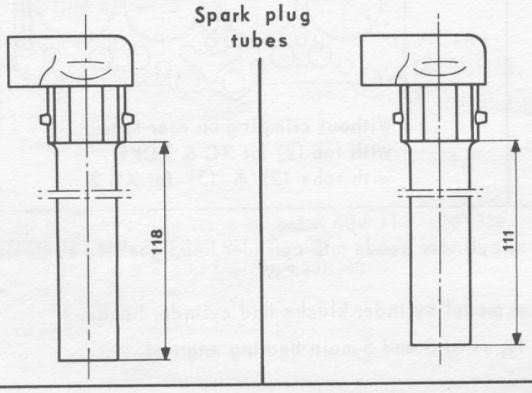


Important

Long-base spark plugs should be installed only on cylinder heads marked CL.

Never install short-base spark plugs on cylinder heads marked CL.

Spark plug tubes



Interchangeability

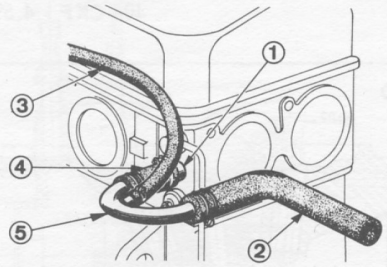
Cylinder head - Spark plugs and Spark plug tube assemblies are interchangeable.

COOLING WATER SYSTEM - HEATING WATER OUTLET CONNECTION ON CYLINDER HEAD

CARBURETTOR ENGINES

Earlier installation
Up to serial numbers :

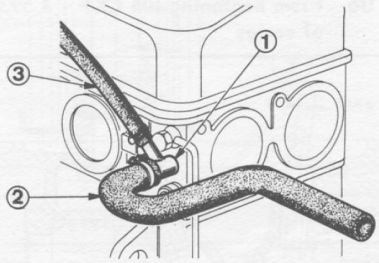
404 - 4.483.756
404 J - 4.529.193
404 C - 4.497.401
404 L - 4.846.195
404 U6 - 4.731.746



Description	P/N
1 - Tube, heating water outlet on cylind. head	0245.09
2 - Elbow, rubber, car heater inlet	6464.08
3 - Tube, carburettor heating water inlet	1413.04
4 - Connection, rubber (55-mm long)	6461.13
5 - Pipe, metal, car-heater inlet	6459.18

Later installation
As from serial numbers :

404 - 4.483.757
404 J - 4.529.194
404 C - 4.497.402
404 L - 4.846.196
404 U6 - 4.731.747

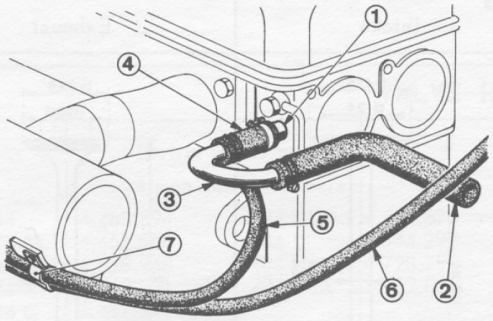


Description	P/N
1 - Tube, heating water outlet on cylinder head	0245.12
2 - Elbow, rubber, car-heater inlet	6458.18
3 - Tube, carburettor heating water inlet	1413.08

PETROL INJECTION ENGINES

Earlier installation : Up to serial numbers ;

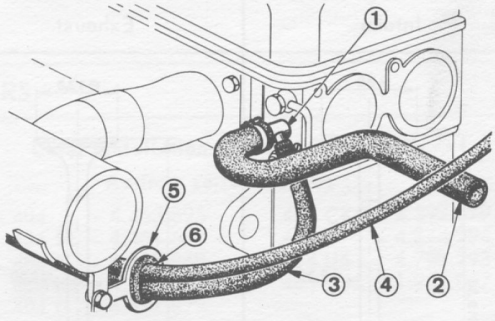
404 CKF - 4.592.823 **404 KF** - 4.562.367



Description	P/N
1 - Tube, heating water outlet on cylinder head	0245.09
2 - Elbow, rubber car-heater inlet	6458.13
3 - Pipe, metal, car-heater inlet	6459.18
4 - Connection, rubber (55-mm long)	6461.13
5 - Tube, automatic starter thermostatic element water inlet (680-mm long)	1413.07
6 - Tube, automatic starter thermostatic element water outlet (680-mm long)	1413.07
7 - Claps, heating water tube attaching	1415.02

Later installation : As from serial numbers :

404 CKF - 4.592.824 **404 KF** - 4.562.368



Description	P/N
1 - Tube, heating water outlet on cylinder head	0245.12
2 - Elbow, rubber, car-heater inlet	6458.18
3 - Tube, automatic starter, thermostatic element heating water inlet (490-mm long)	1413.09
4 - Tube, automatic starter, thermostatic element water outlet (600-mm long)	1413.09
5 - Claps, heating water tube attaching	1415.04
6 - Grommet, heating water tube passage	1416.01

ENGINE

CYLINDER HEAD - VALVES - VALVE GUIDES & SEATS

XC
XC 5 - "Earlier installation"
XC 2 - XB 5
XC - KF
XC - KF 1 engine

XC 5 - "Later installation" (76 hp)
XC - KF 2 (96 hp) engines

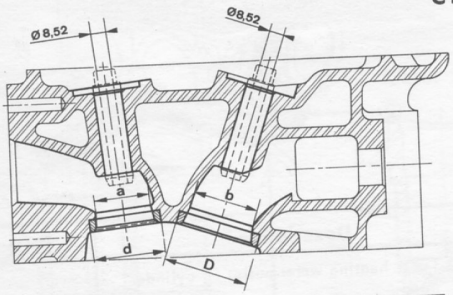
Up to serial numbers :

404	- 5.046.809	**404 C**	- 4.497.999
404 SL	- 5.045.686	**404 L**	- 4.851.595
404 J	- 4.529.913	**404 KF**	- 4.569.999
404 U6	- From beginning of series	**404 CKF**	- 4.593.999

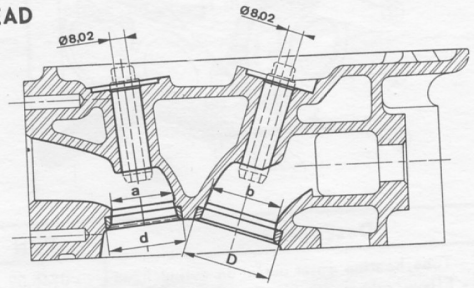
As from serial numbers :

404	- 5.046.810	**404 C**	- 4.498.001
404 SL	- 5.100.001	**404 L**	- 4.851.596
404 J	- 4.529.914	**404 KF**	- 4.570.001
		404 CKF	- 4.594.001

CYLINDER HEAD



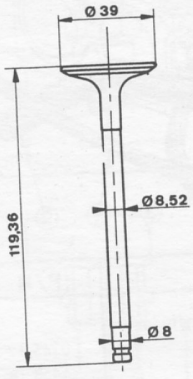
	Cylinder head (mm)	Seat (mm)
D	40	40.146
d	35	35.122
a	28	28
b	33	33



	Cylinder head (mm)	Seat (mm)
D	42.5	42.646
d	37	37.122
a	30	30
b	35.5	35.5

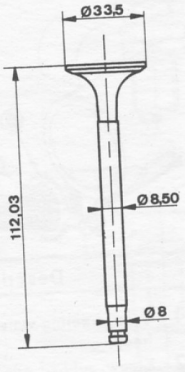
VALVES

Intake



P/N 0948.21

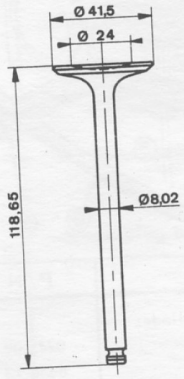
Exhaust



P/N 0949.18

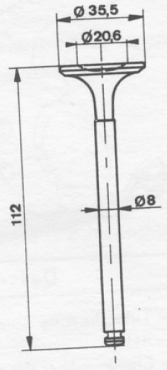
Equipped with "Perfect Circle" gasket
P/N 0956.04 (except for XC.KF 1 engines)

Intake



P/N 0948.24

Exhaust



P/N 0949.21

Equipped with "Perfect Circle" gasket
P/N 0956.05 (except for XC.KF 2 engines)

IMPORTANT : *The characteristics of the metal have been changed and therefore rocker clearances for all types must imperatively be adjusted to the following values :*

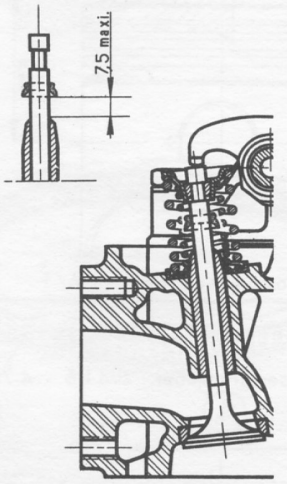
Intake : 0.10 mm *Exhaust : 0.25 mm*

Oil-dripper rubber caps

404 - As from serial No. 4.105.508
404 J - As from serial No. 4.503.983
404 KF -
404 C -
404 CKF -
404 L -
404 U6 -

As from beginning of series

To end of series for 3-main bearing engines



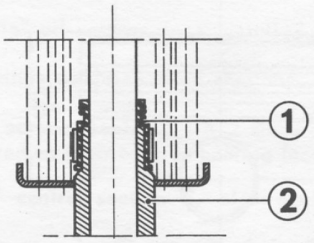
NOTE - *Oil dripper caps shouls preferably be installed when grinding valves on engines built prior to the above modification.*

"Perfect Circle" gaskets

As from serial numbers :

404 - 4.400.001
404 J - 4.528.001
404 C - 4.497.001
404 L - 4.838.001
404 U6 - 4.720.001

5-main bearing engines



Description		P/N
1 - PERFECT-CIRCLE gasket	8.5 mm dia.	0956.04
2 - Valve guide		0220.19
1 - PERFECT-CIRCLE gasket	8 mm dia.	0956.05
2 - Valve guide		0220.25

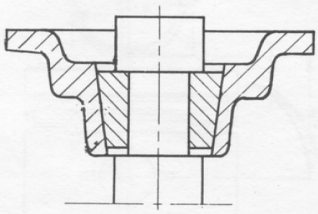
NOTE - *404s with petrol injection engines are not equipped with oil dripper caps and Perfect-Circle gaskets.*

VALVE RETAINERS

Earlier installation

Up to serial numbers :

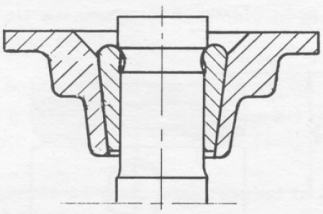
404 - 4.463.894
404 SL - 4.461.688
404 J - 4.528.948
404 KF - 4.560.831
404 C - 4.497.328
404 CKF - 4.592.678
404 L - 4.844.293
404 U6 - 4.728.792
404 U6A - 1.922.056



Later installation - TEVES retainers

As from serial numbers :

404 - 4.463.895
404 SL - 4.461.689
404 J - 4.528.949
404 KF - 4.560.832
404 C - 4.497.329
404 CKF - 4.592.679
404 L - 4.844.294
404 U6 - 4.728.793
404 U6A - 1.922.057



NOTE - *Reinforced rocker push-rods (6.5 mm dia. instead of 6 mm dia.) are used on 5-main bearing engines.*

ENGINE

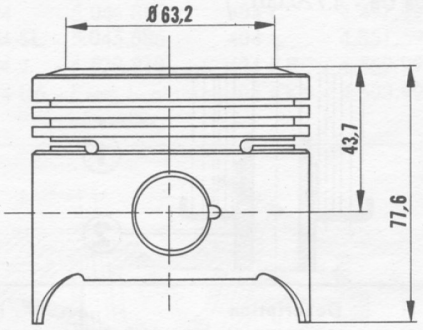
PISTON IDENTIFICATION - 5-MAIN BEARING ENGINES

Earlier installation
(Also used on 3-main bearing engines)

Later installation
(76 & 96 hp engines)

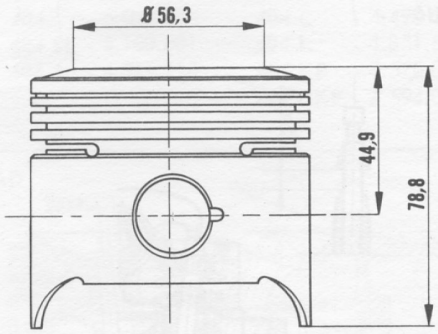
XC 5 ENGINE

404 - 5.046.809 **404 C** - 4.497.999
404 J - 4.529.913 **404 L** - 4.851.595



Compression ratio : 7.4/1

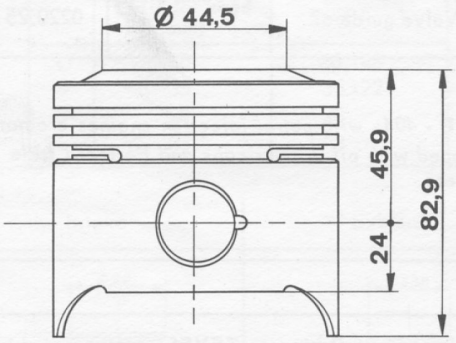
404 - 5.046.810 **404 C** - 4.498.001
404 J - 4.529.914 **404 L** - 4.851.596



Compression ratio : 7.6/1

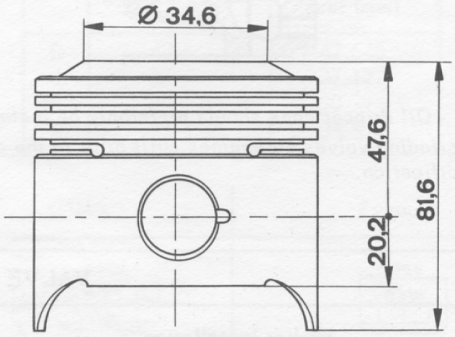
XB 5 ENGINE

Up to serial number : **404 U6** - 4.739.299



Compression ratio : 7.5/1

As From serial number : **404 U6** - 4.739.300

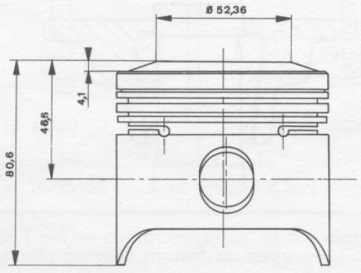


Compression ratio : 7.75/1 (B.H.P. unchanged)

XC.KF - KF 1 ENGINE

Up to serial numbers :

404 KF - 4.569.999 **404 CKF** - 4.593.999

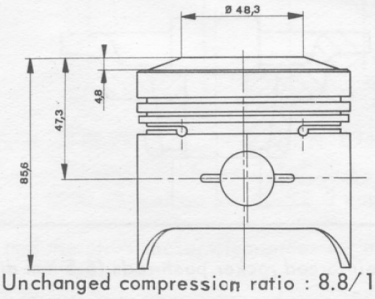


Compression ratio . 8.8/1

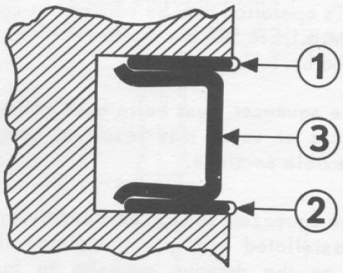
XC.KF 2 ENGINE

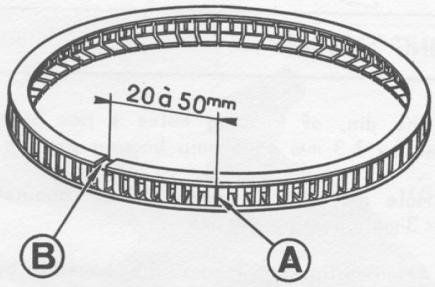
As from serial numbers :

404 KF - 4.570.001 **404 CKF** - 4.594.001

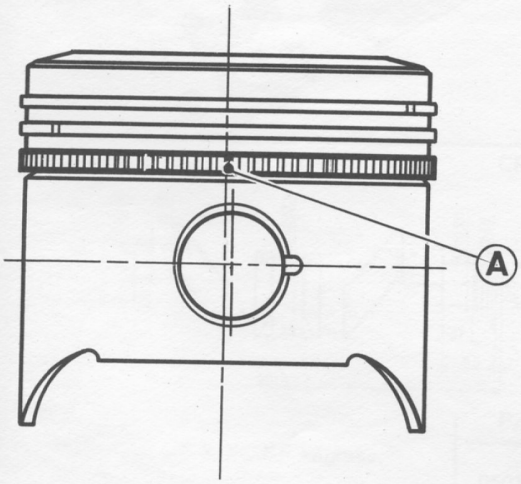


Unchanged compression ratio : 8.8/1
(Convex-shaped valve heads)





A - Expander section gap position
B - Flexible ring gap position



OIL SCRAPER RINGS

XC 5 - XB 5 - XC.KF 1 engines

- "Perfect-Circle" oil scraper rings and conventional oil scraper rings are installed indifferently.

XC.KF 2 engines

- "Perfect-Circle" oil scraper rings installed exclusively.

These rings comprise three sections, as follows :

- Two flexible scraper sections 1 & 2 made of steel and chromium-plated on their outside bearing face.
- An expander centre section 3, also made of steel.

No reference marks are used for installation, since the parts are symmetrical.

Expander dia. is larger than liner dia. ; therefore the expander radially presses both flexible scraper sections outwards, resulting in uniform pressure of these flexible sections against the liner.

Because of this, the length of the expander centre section should in no case be decreased.

INSTALLING "PERFECT-CIRCLE" SCRAPER RINGS

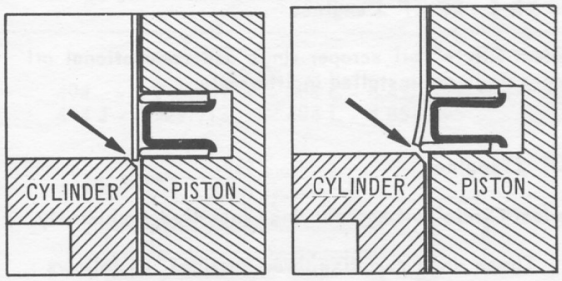
a - Installing ring on piston :

- Install expander section in piston groove.
- Working from piston head, install one flexible section on top of expander section by first engaging flexible section end over expander end, and shifting flexible section end 20-50 mm to the left (end "B" 20-50 mm left of end "A").
- Install the other flexible section over bottom face of the expander section ; proceed as indicated above.

Check that both expander section ends do not overlap, then rotate oil scraper ring assembly in piston groove to ensure proper positioning.

- Locate expander section gap along piston pin axis to avoid placing this gap over one of the oil return groove in the piston.
- Stagger compression rings with respect to PERFECT-CIRCLE oil scraper ring.

PISTON IDENTIFICATION - 5-MAIN BEARING ENGINES



Correct Wrong

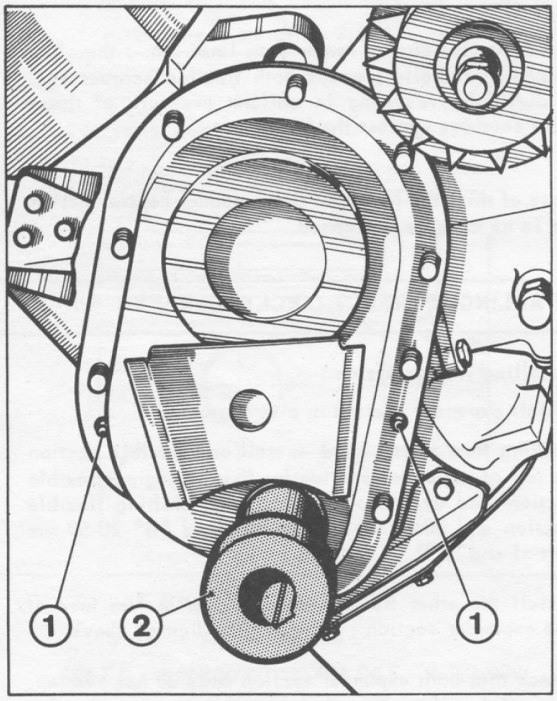
b - Installing piston in liner

This operation may be carried out correctly using the MULLER 582 bis T, 80-mm high, squeezer supplied by T.U.P.A.C.

The squeezer must be in good condition since spaces or voids may result in caught and jammed flexible sections.

The squeezer should be used by inserting the non-castellated end into the piston liner as indicated on the drawing opposite to facilitate installation and avoid jamming the flexible sections.

TIMING GEAR HOUSING - 5-MAIN BEARING ENGINES



The dia. of locating holes 1 has been increased by 1.3 mm on 5-main bearing engines.

Hole dia. thus becomes 8.3 mm against 7 mm for 3-main bearing engines.

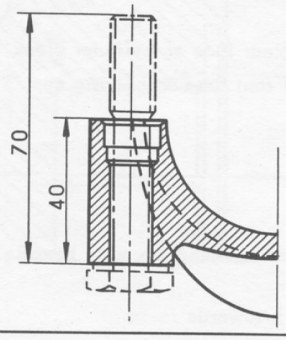
At installation, locate the housing by means of locating bushing 2 P/N 0.0104 also used with 203s and 403s (see page 151).

BEARING CAPS

Earlier installation

Up to serial numbers :

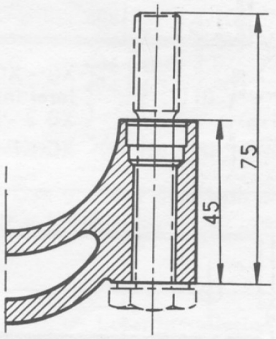
404 - 4.114.272 **404 J** - 4.504.239



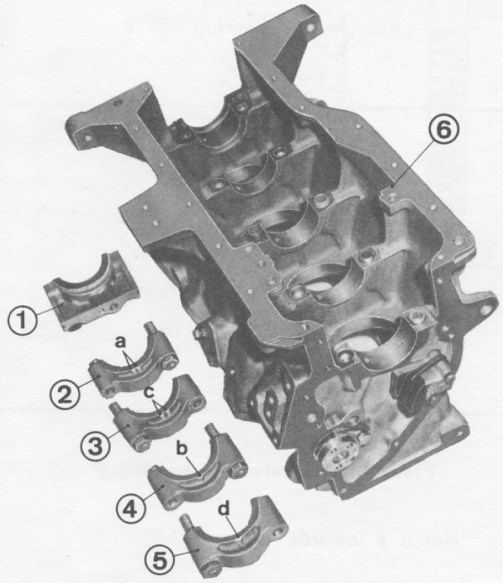
Later installation

As from serial numbers :

404 - 4.114.273 **404 J** - 4.504.240



CYLINDER BLOCKS FOR 5-MAIN BEARING ENGINES



As from serial numbers :

404	- 4.400.001	**404 CKF**	- 4.592.001
404 J	- 4.528.001	**404 L**	- 4.838.001
404 KF	- 4.557.001		
404 C	- 4.497.001	**404 U6**	- 4.720.001

A crankshaft with 5-main bearings has been installed. The cylinder block has been changed accordingly.

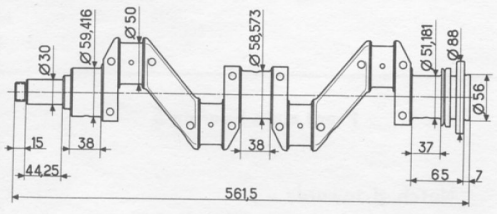
a - Rear intermediate bearing cap No. 2 : 2 ribs.
b - Front intermediate bearing cap No. 4 : 1 rib.

Centre bearing cap 3 and front bearing cap 5 have the same width (30 mm) and are identified by ribs on their rear faces, as follows :

c - Centre cap 3 : 2 ribs
d - Front cap 5 : 1 rib

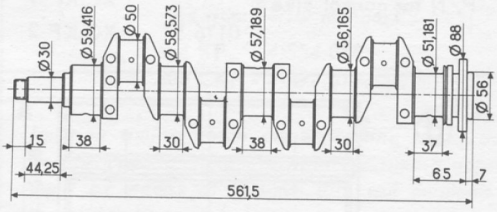
CRANKSHAFT

3-main bearing engines



	P/N
Crankshaft for XC & XC.KF engines, w/130 mm counterweight	0501.21
Crankshaft, XB 2 engine, w/128.2 mm counterweight	0501.22

5-main bearing engines



	P/N
Crankshaft, XC 5 & XC.KF 1 engines w/130 mm counterweigth	0501.26
Crankshaft, XB 5 engine, w/128.2 mm counterweight	0501.27

ENGINE

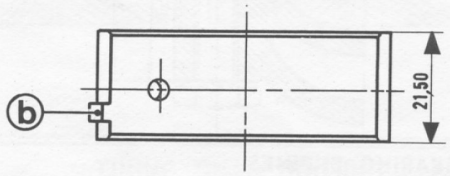
MAIN BEARING LINER IDENTIFICATION - 5-MAIN BEARING ENGINES

P/N for normal size
- 0117.19 — XC - XC 5 (earlier & later installation XB 2 - XB 5 - XC.KF 1
- 0117.21 — XC.KF 2

Rear main bearing 1

Notch e towards :

Rear face on cylinder block
Front face on bearing cap



P/N for normal size
- 0116.47 — XC 5 - XB 5 XC.KF 1
- 0116.58 — XC.KF 2

Rear intermediate main bearing 2

Notch b towards :

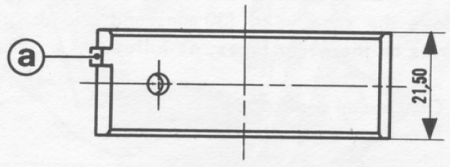
Front face on cylinder block
Rear face on bearing cap

P/N for normal size
- 0116.39 — XC 5 - XB 5 XC.KF 1
- 0116.56 — XC.KF 2

Centre main bearing 3

Notch c towards :

Front face on cylinder block
Rear face on bearing cap

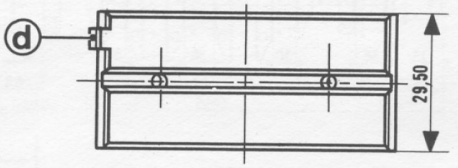


P/N for normal size
- 0116.43 — XC 5 - XB 5 XC.KF 1
- 0116.57 — XC.KF 2

Front intermediate main bearing 4

Notch a towards :

Rear face on cylinder block
Front face on cylinder cap

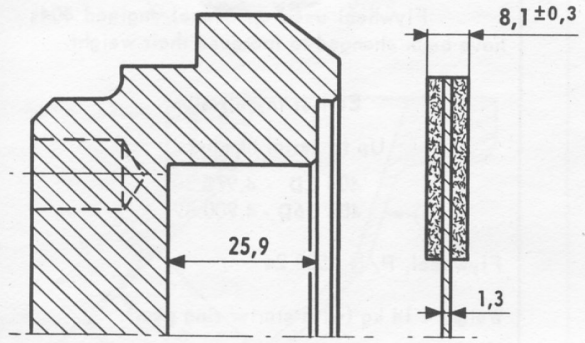


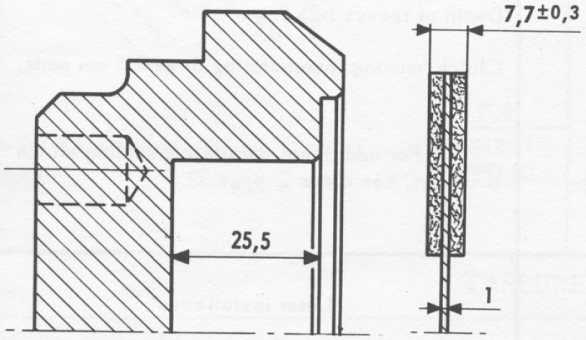
P/N for normal size
- 0115.19 — XC - XC 5 (earlier & later installation XB 2 - XB 5 - XC.KF 1
- 0115.36 — XC.KF 2

Front main bearing 5

Notch d towards :

Rear face on cylinder block
Front face on bearing cap





Earlier installation

Up to serial numbers :

404 - 4.104.575
404 DA - 3.060.262
404 LD - 4.976.443
404 U6D - 4.902.930

Flywheel with 25.9 mm deep recess.

Use a driven disc with an overall thickness of 8.1 ± 0.3 mm under load (see class 2, page 29).

Later installation

As from serial numbers :

404 - 4.104.576
404 DA - 3.060.263
404 LD - 4.976.444
404 U6D - 4.902.931
404 KF
404 D
404 L
404 U6
} Front beginning of series

Flywheel with 25.5 mm deep recess

Use a driven disc with an overall thickness of 7.7 ± 0.3 mm under load (see class 2, page 29).

NOTE :

Up to serial numbers :

404 KF - *4.554.087*
404 CKF - *4.591.412*

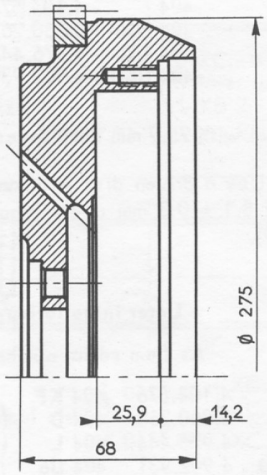
Ignition timing notch corresponding to 8 deg. before T.D.C. (0.50 mm).

Set spark advance to 0.85 mm (11 deg.) before T.D.C. using a pin resting on the piston head and a dial indicator.

As from serial numbers :

404 KF - *4.554.088*
404 CKF - *4.591.413*

Ignition timing notch corresponding to 11 deg. before T.D.C. thus allowing for timing adjustment by means of a 8-mm dia. rod engaged in the clutch housing hole.



Diesel engined 404s

Flywheel used on Diesel engined 404s have been changed to increase their weight.

Earlier installation

Up to serial numbers :

404 LD - 4.975.301
404 U6D - 4.900.891

Flywheel, P/N 0533.24

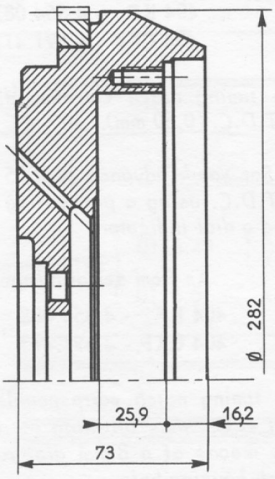
Weight : 14 kg (with starter ring gear).

Diameter : 275 mm.

Depth of recess : 25.9 mm

Clutch housing incorporating three 4.5 mm pads.

For additional details concerning clutch housings, see class 2, page 32.



Later installation

As from serial numbers :

404 D } From beginning
404 DA } of series

404 LD - 4.975.302
404 U6D - 4.900.892

Heavier flywheel,
P/N 0.533.25 (25.9 mm deep recess)
0.533.27 (25.5 mm deep recess)

Weight : 14.830 kg (with starter ring gear)

Diameter : 282 mm.

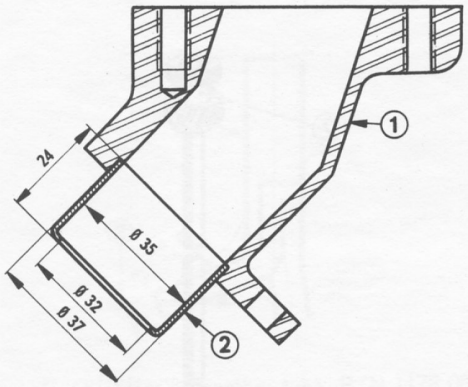
Housing incorporating three 1-mm pads (class 2, page 32).

INTERCHANGEABILITY

- Later model clutch housings may be installed on 404 LD & 404 U6D cars built prior to this modification.
- Later model flywheels may be used instead of earlier model flywheels provided :
  - the clutch housing is also replaced, or
  - the earlier model housing is modified per drawing, class 2, page 29).

Earlier installation

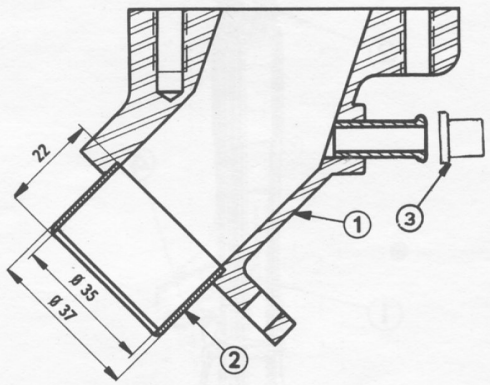
XC - XC 5 - XB 2 - XB 5



	P/N
1 - Intake manifold	0343.11
2 - Pilot	0352.08

Later installation

XC 5 (76 H.P.)



	P/N
1 - Intake manifold	0343.19
2 - Centering bushing	0352.09
3 - Plug, for intake manifold of 404s w/o temperature-compensated brakes	

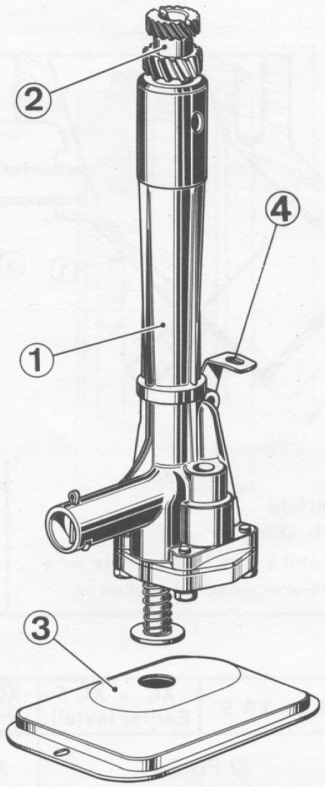
CARBURETTOR

Description	XB 2 - XB 5	XC - XC 5 Earlier install.	XC 5 Later installation
TYPE	32 PBICA		34 PBICA
P/N	1401.30	1401.29	1401.33
I.D. of mounting flange	32 mm		34 mm
ADJUSTMENTS			
Choke tube	24	25	26
Main jet	122.5	130	137
Correction jet	175	170	170
Pilot jet (petrol)	50		45
Pilot jet (air) under choke tube	220		210
Pilot jet (air) on mating surface	0	0	
Starter jet (petrol)	110	110	
Starter jet (air)	5.5	6,5	
Emulsion tube	19		28
Accelerating pump jet	45	45	
Accelerating pump injector	50	50	
Float	5.7 g	5.7 g	
Needle valve	1.70	1.70	
Carburettor flange gasket, P/N	0366.04		1406.34
Gasket I.D.	33 mm		35 mm

ENGINE

OIL PUMP IDENTIFICATION

3-main bearing engines



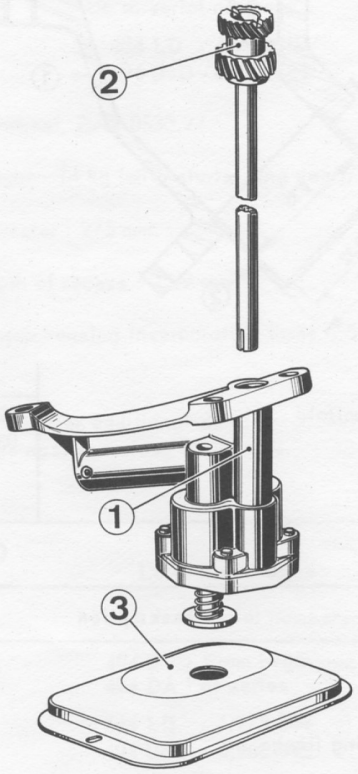
NOTA :

As trom serial numbers :

404 KF - *4.551.227*
404 CKF - *4.590.866*

Oil pumps used on petrol injection engines incorporate retaining lug 4 on pump body.

5-main bearing engines



Description	P/N
1 - Oil pump and drive shaft assembly :	
XC & XB 2	1001.10
XC.KF	1001.15
2 - Shaft with driving pinion	1028.07
- 11-teeth keyed pinion	1033.02
- 11-teeth idler pinion	1034.03
3 - Oil pump strainer in oil pan	1046,09

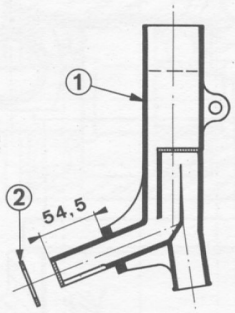
Description	P/N
1 - Oil pump without drive shaft	
XC 5 - XB 5 &	
XC.KF 1, KF 2	1001.16
2 - Shaft with driving pinion	1028.08
- 8-teeth keyed pinion	1033.04
- 8-teeth idler pinion	1034.05
3 - Oil pump strainer in oil pan	1046.10

INTERCHANGEABILITY - Parts used in the 2 above installations are not interchangeable.

CARBURETTOR ENGINES

Earlier installation

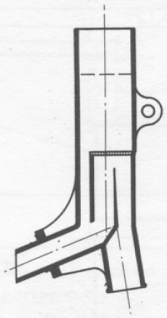
3-main bearing engines- all models



1 - Oil filler & breather tube, P/N 1178.08
2 - Gasket

Later installation

5-main bearing engines, all models

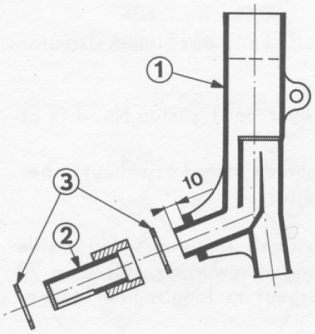


Oil filler & breather tube, P/N 1178.11 *

PETROL INJECTION ENGINES

1st installation

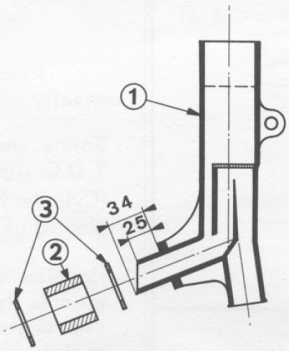
404 KF - 4.556.190 } XCKF
404 CKF - 4.591.782 } engine



1 - Oil filler & breather tube, P/N 1178.09
2 - Spacer, P/N 1177.01
3 - Gaskets

2nd installation

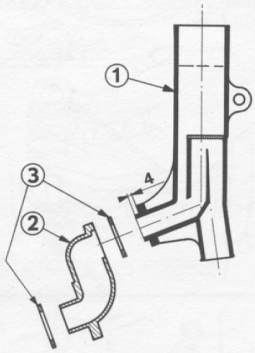
404 KF - 4.569.999 } XCKF 1
404 CKF - 4.592.999 } engine



1 - Oil filler & breather tube, P/N 1178.11*
2 - Spacer, P/N 1177.02
3 - Gaskets

3rd installation

404 KF - 4.570.001 } XCKF 2
404 CKF - 4.594.001 } engine



1 - Oil filler & breather tube, P/N 1178.15
2 - Spacer P/N 1177.04
3 - Gaskets

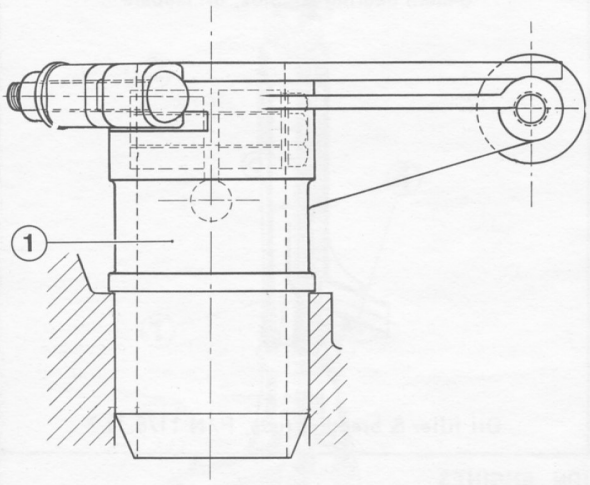
INTERCHANGEABILITY - The various models of oil brecther tubes are not interchangeable.

* Parts used in several types of installations.

ENGINE

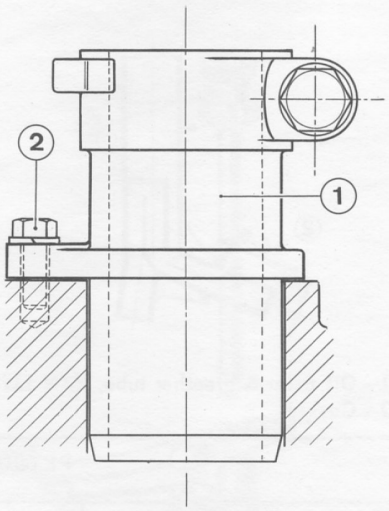
DISTRIBUTOR SUPPORT

Earlier installation
3-main bearing engines



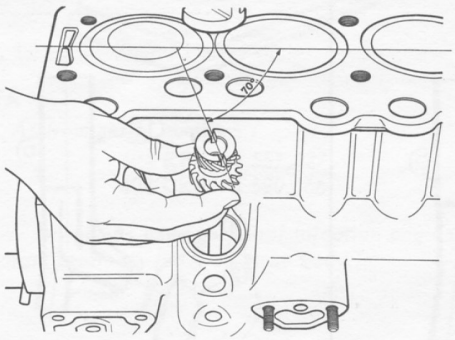
1 - Distributor support, P/N 5903.08

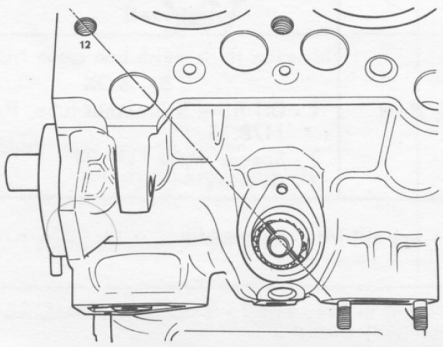
Later installation
3-main bearing engines
Knurled nut and spark advance setting lever removed.



1 - Distributor support, P/N 5903.10
2 - Support-to-cylinder block attachment screw

DISTRIBUTOR SETTING - 5-MAIN BEARING ENGINES

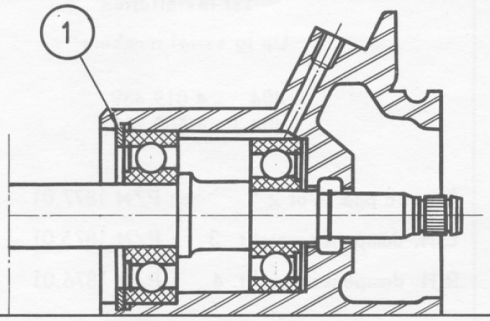




Proceed as follows to position distributor correctly :

- Rotate crankshaft over until piston No. 4 is at T.D.C. (ignition).
  (Cylinder No. 1 pushrods at end of exhaust - beginning of intake point).
- Position shaft with small screw-driver slot side towards flywheel, and screwdriver slot at a 70 deg. angle with respect to longitudinal axis of engine.
- Engage shaft ; helical gear teeth cause rotation of the shaft ; the screwdriver slot should be turned towards the tapped hole for cylinder block screw No. 12 when the shaft is engaged fully.

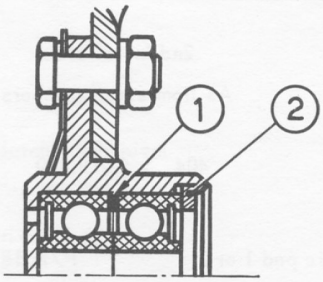
WATER PUMP - PETROL ENGINES



Oversize parts - Select the thickest snap ring which can be installed to reduce water pump shaft lateral play.

P/N	Thickness (mm)
1239.05	1.75
« 08	1.80
« 09	1.85
« 10	1.90
« 11	1.95

SELF-DISENGAGING FAN

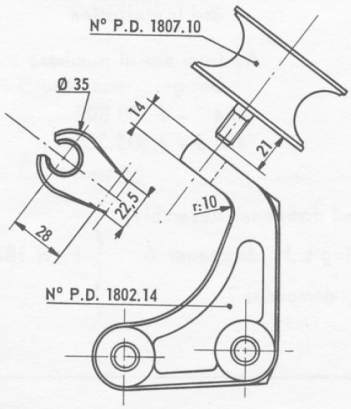


Washer 1 is a matched part and is supplied with both ball bearings as P/N 1261.02. Select the thickest possible snap ring 2 which can be installed to give the minimum possible lateral play.

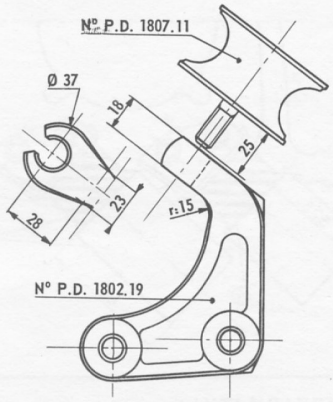
P/N for snap rings	Thickness (mm)
1263.01	1.50
« 05	1.55
« 02	1.60
« 06	1.65
« 03	1.70
« 07	1.75
« 04	1.80
« 08	1.85

FRONT RIGHT ENGINE BRACKET - 3- & 5-MAIN BEARING ENGINES

Earlier installation
(3-main bearing engines) Up to serial numbers :
404 - 4.149.980
404 J - 4.505.163



Later installation
(3- & 5-main bearing engines) As from serial numbers :
404 - 4.149.981
404 J - 4.505.164



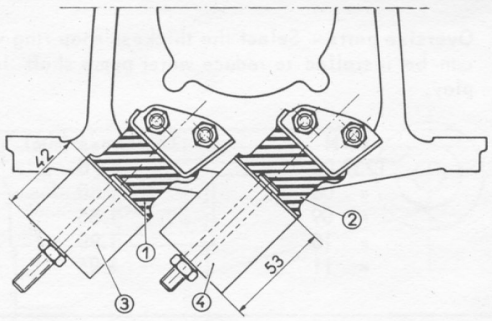
INTERCHANGEABILITY : Later model brackets may be used to replace earlier model brackets, provided the elastic pads are also replaced.

Later model pads may be used with earlier model brackets.

Earlier model pads cannot be used with later model brackets.

ENGINE

REAR DAMPENER ASSEMBLIES FOR PETROL ENGINES

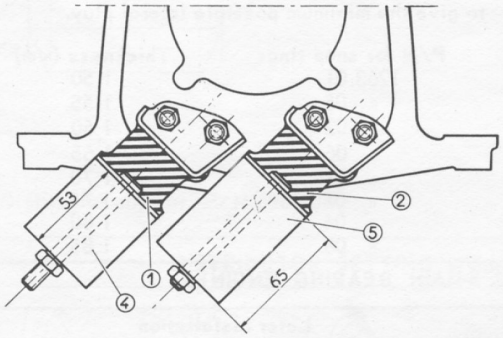


1st installation

Up to serial numbers :

404 - 4.019.439
404 J - 4.500.786

Elastic pad 1 or 2 : P/N 1877.01
L.H. dampener weight 3 : P/N 1875.01
R.H. dampener weight 4 : P/N 1876.01

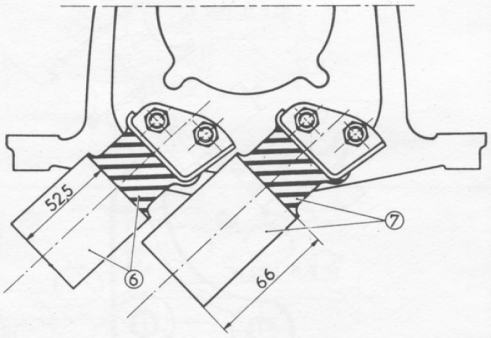


2nd installation

As from serial numbers :

404 - 4.019.440
404 J - 4.500.787

Elastic pad 1 or 2 : P/N 1877.01
L.H. dampener weight 4 : P/N 1876.01
R.H. dampener weight 5 : P/N 1876.03



3rd installation

As from serial numbers :

404 - 4.158.803
404 J - 4.505.350

Matched dampener assembly, including L.H. dampener 6 & R.H. dampener 7 } P/N 1874.01

INTERCHANGEABILITY

42-mm L.H. weight 3 may be replaced by weight 4, provided weight 4 is then replaced by 65-mm weight 5.

The dampener assembly used for the 3rd installation may also be used to replace all 1st or 2nd installation parts.