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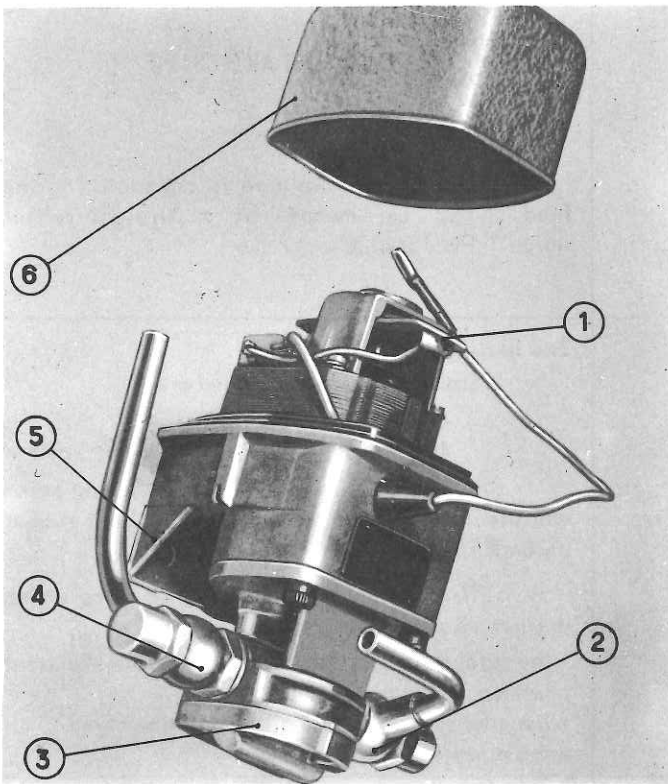
**Pages****FEED PUMP**

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**ELECTRIC SPRAY VALVE**

- Description and checking 12 71

404 FUEL INJECTION ENGINE  
XC.KF - KF 1 - KF2  
FEED PUMP



**Hydraulic part**

Make : KUGELFISCHER  
Type : PLF - 5 A3 - 01

**Electric part**

Make : A.E.G.  
Type : UG 55/4 620

**Characteristics**

Meshing pump, minimum output : 45 litres/hour under 1.2 kg/cm<sup>2</sup> pressure.

12 volt electric motor, power 29 W, rotation speed : 3,000 r.p.m. protected by fuse n° 4.

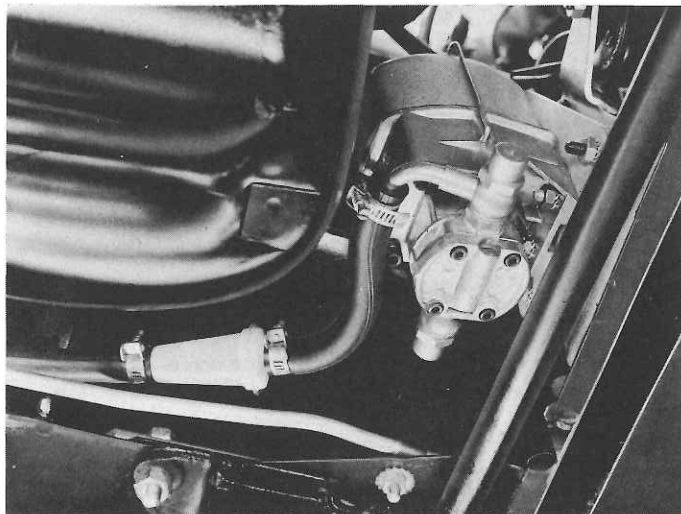
**DESCRIPTION**

- 1 - Brush
- 2 - Intake union with filter
- 3 - Hydraulic part
- 4 - Output union
- 5 - Fixation flange
- 6 - Cover

**Periodical maintenance**

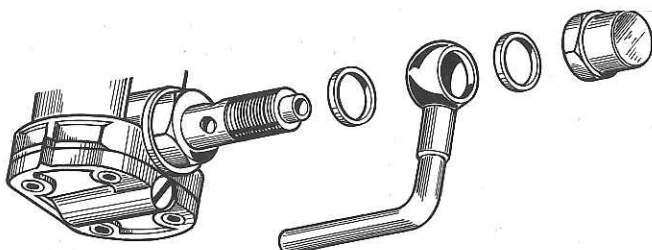
at 1,000 km (600 mile) check and every 15,000 km (9,000 miles) :

- clean the filter in the intake union
- Every 30,000 km (18,000 miles) change brushes.



**REMOVAL**

- Disconnect the battery and the feeding wire
- Disconnect the fuel intake and output pipes
- Plug the intake pipe
- Remove the pump



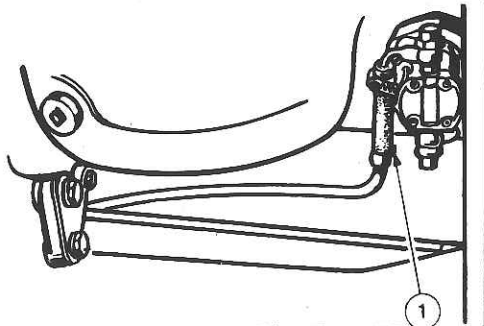
**REINSTALLATION**

In the reverse sequence :

- Replace the copper gaskets after each dismantling operation.

PEUGEOT

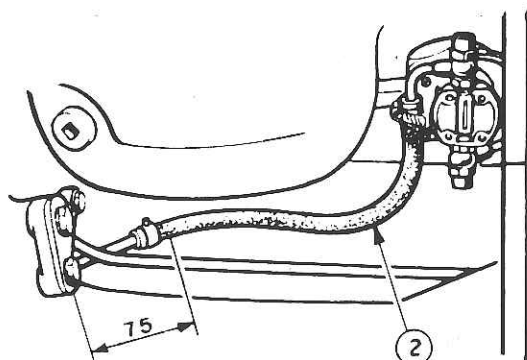
## FEED PUMP



## FUEL INTAKE PIPE

## 1st Installation

The fuel intake pipe is connected to the feed pump by means of a straight rubber union 1 PN 1564.30



## 2nd Installation

Starting from serial numbers :

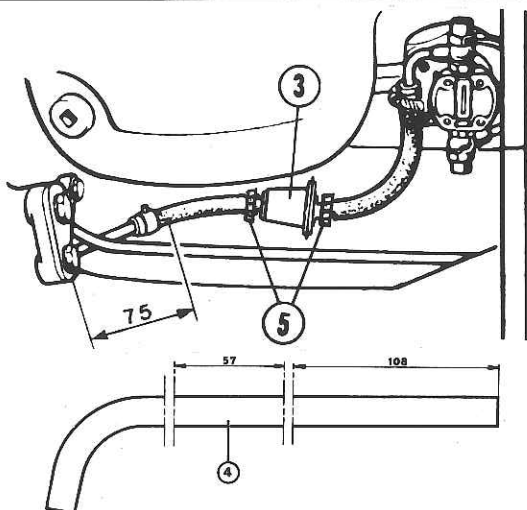
404 KF - 4 553 677

404 C.KF - 4 591 302

In order to reduce the feed pump noise audible from inside the car, use a bent rubber union 2 PN 1564.31.

This union can be fitted on cars which are not so equipped provided that :

- the intake pipe is cut at 75 mm before the front left engine mounting
- the inlet is cleaned and all burrs are removed
- the pump filter is cleaned.



## 3rd Installation

Starting from serial numbers :

404 KF 2 - 4 852 528

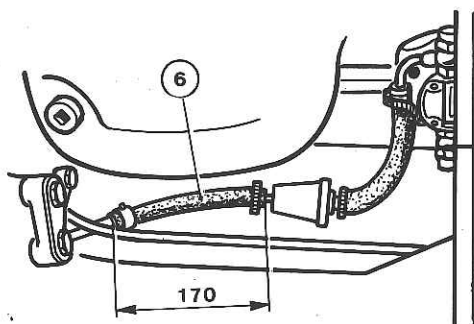
404 C.KF 2 - 4 595 861

A screen filter 3 with a large filtering surface is located on the fuel intake pipe.

Such a fitting is advisable and can be carried out on cars previously manufactured on condition that the bent union is cut at 108 mm, then 57 mm as per the drawing herewith.

Place the screen filter instead of pipe 4 with the small end at the fuel intake.

Install 2 collars 5 to ensure the tightness of the screen filter.



## 4th Installation

As from serial numbers :

404 KF 2 - 8 242 390

404 C.KF 2 - 6 801 382

The feed pump is fixed directly on front frame in order to make easier the installation.

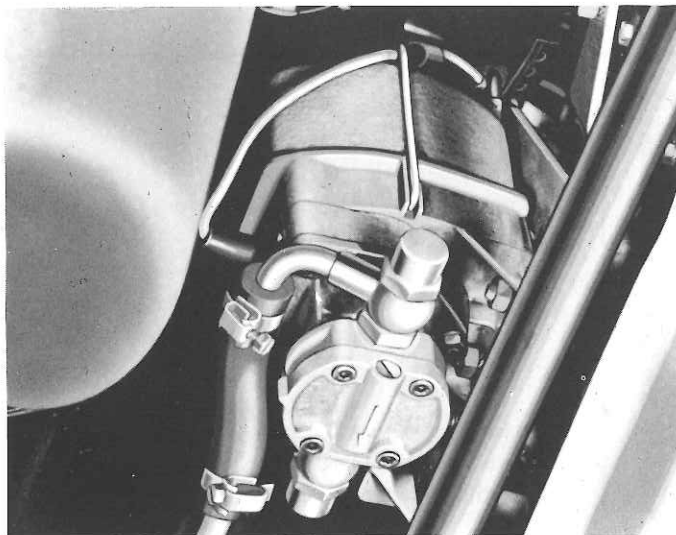
Consequently :

- The intake union 6 to the filter is increased (170 mm instead of 125 mm)
- The flexible union between main filter and injection pump is shortened (315 mm instead of 430 mm)
- The flexible union between feed pump and main filter is shortened (395 mm instead of 425 mm).



#### A - HYDRAULICAL CONTROL

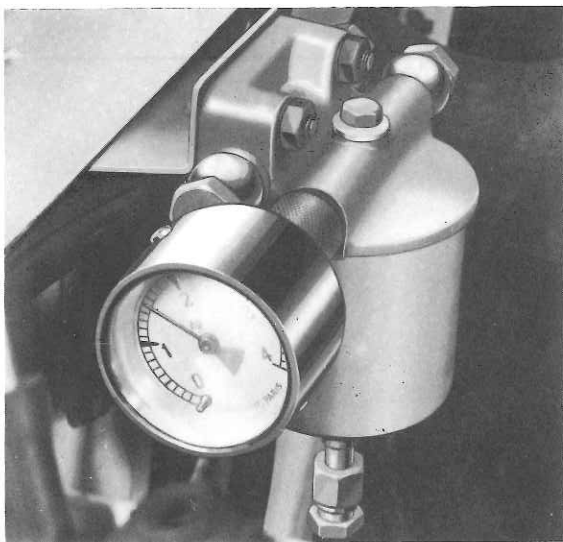
The tell-tale light 1, controlled by a pressure switch rated at  $.4 \text{ kg/cm}^2$  (5.7 p.s.i.) must illuminate for a short while at start. Should the light turn on during operation, this will indicate that the fuel level is getting too low in the tank.



#### 1 - Tightness

No leak should show at the pipe unions or at the pump body : should a leak be apparent, tighten up the recessed screws (Allen wrench, 3) on the bottom plate of the pump.

Should a leak be apparent at the pipe unions, exchange the gaskets rather than overtightening the unions.



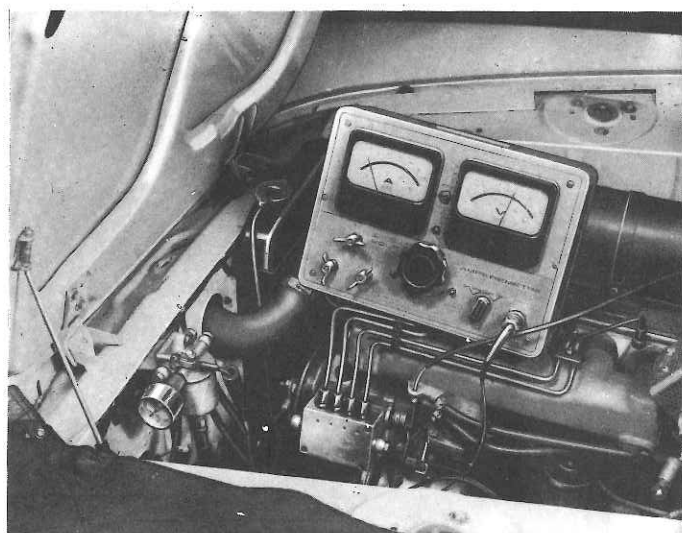
#### 2. Pressure

Disconnect the pressure switch and remove it.

Install, in place of the pressure switch, a pressure dial gauge 8.0112 J, turning it so as to make an easy reading.

Turn the ignition on and read the pressure within the fuel system. This should range between  $1.1 \text{ kg/cm}^2$  and  $1.7 \text{ kg/cm}^2$  (16 & 24 p.s.i.).

SUPERSEDES SHEET 1, PAGES 12 53<sup>(1)</sup> ET 12 54<sup>(1)</sup>

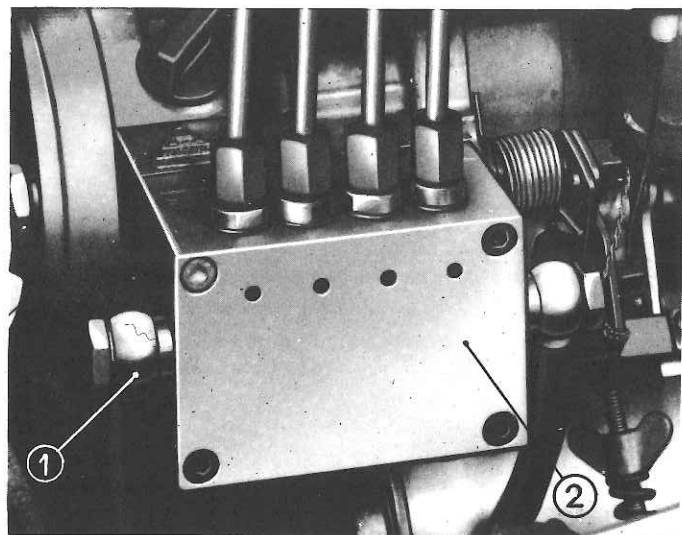


*a - Should the pressure read below 1 kg/cm<sup>2</sup> (14 p.s.i.)*

Check the following :

- Quantity of petrol in the tank (minimum 5 litres = 10 pints)
- Cleanliness of the filter element and of the upstream filter in lift pump.
- Voltage at pump terminals (12 V  $\pm$  .1).
- Tightness of feeding lines.

Check again and exchange pump, should the pressure be still too low, at second reading.

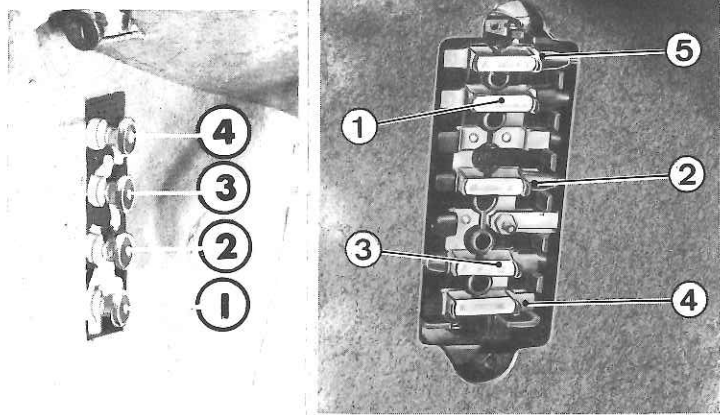


*b - Should the pressure be over 1.7 kg/cm<sup>2</sup> (24 p.s.i.).*

- 1 - Check the filter in the intake union 1 to injection pump, for condition (clean if necessary).
- 2 - Make sure that the jet 2 in the hydraulical head of the injection pump is not clogged, or the leak off pipes stopped.

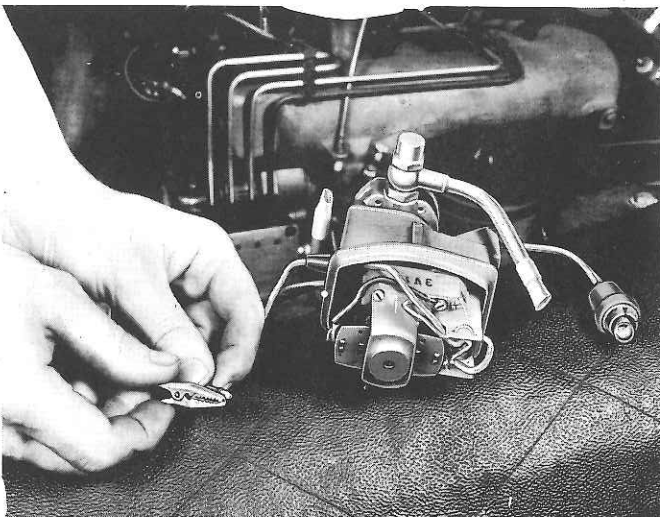
To reach, remove the outlet union.



**B - ELECTRICAL CONTROL****a) Preliminary checks**

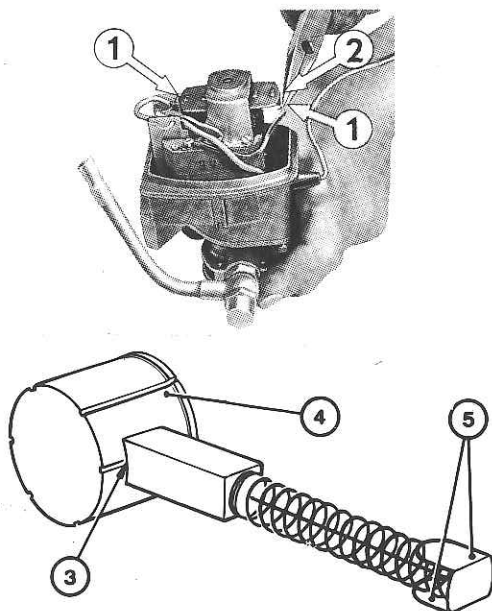
The electric motor of the feed pump does not operate ; check :

- fuse 4, for condition (screwed on multi terminal harness)
- fuse 3, for condition (flat terminal connectors)
- electrical leads and earth.

**b) The breakdown is persistent :**

- Install wing covers
- Remove lift pump
- Remove cover from pump
- Check connections, by means of a tell-tale lamp.

Should the armature show considerable signs of overheating, or seize, exchange pump.

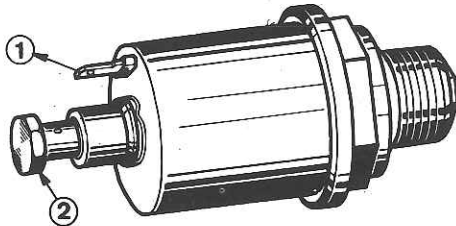
**c) Exchange of carbon brushes, while the pump is down.**

**Every 30,000 km (18,000 miles)**

- Turn up with care, the two tags 1
- Remove brushes 2
- Clean brush-holder and commutator
- Install two new brushes, turning them so that the machined end 3 registers with the commutator 4, and that the cheeks 5 penetrate inside the brush-holder.
- Turn the tags 1 down.
- Test the pump.
- Refit the cover with its gasket.
- Reinstall the pump on the vehicle.
- Connect the battery and reset the clock for time.
- Remove the wing covers.



**XC.KF 2**  
**ELECTRIC SPRAY VALVE**



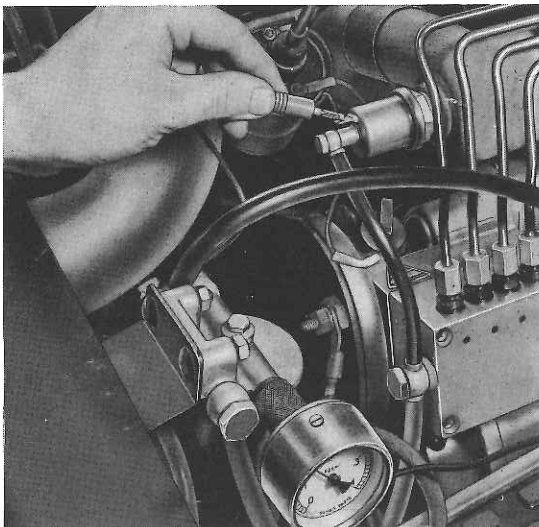
**Make : JAEGER-FRANCE**

**Description**

- 1 - Feeding Terminal**
- 2 - Petrol union**

This electroc-magnetic spray valve serves the purpose of an automatic choke, by spraying some additional petrol into the intake manifold while the starter motor is operated,

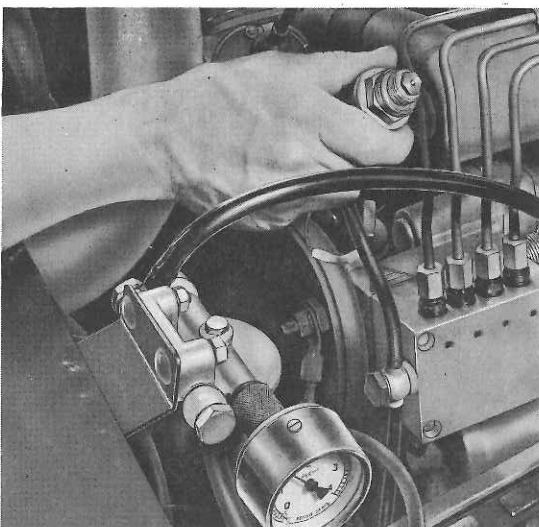
Petrol union torque : 0.75 mkg (5.5ft.lbs)



**Checking for operation**

- Disconnect pressure switch and remove
- Install pressure gauge **8.0112 J**
- Disconnect electric lead to spray valve
- Turn contact on and read pressure on gauge
- Take a lead from terminal + of battery. With other end of lead, connect & disconnect alternately several times spray valve terminal
- When current is fed to spray, valve pressure is to drop momentarily in petrol lines.

If pressure does not drop : make sure that union 2 is not clogged.  
replace spray valve



**Checking for tightness**

- Remove petrol union from spray valve.
- Disconnect electric lead.
- Remove valve.
- Refit union.
- Turn contact on.

If petrol leaks at valve, replace valve.

**NOTE :** When replacing valve, use a new metallo-plastic gasket to turn valve with terminal toward cylinderhead.