WHEELS AND TIRES

Contents Section 10

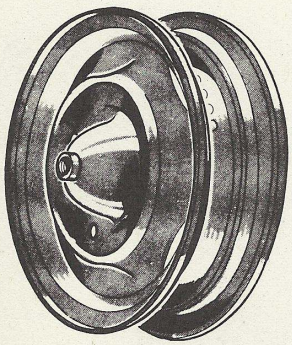
DESCRIPTION:

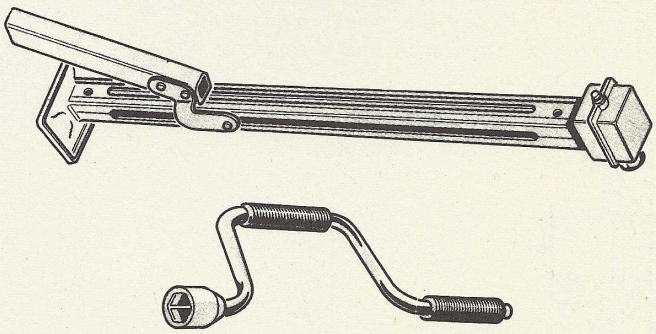
The 15-inch solid center wheels are secured to the front wheel hubs and rear axle shaft flange by three studs and nuts.

The rim is covered by a wheel disc made of stainless steel. The wheel disc is secured to the rim by a center bolt.

The tires used on the 404 U. S. Model are 165 x 380 (5.90 x 15 or 6.50 x 15) Michelin X, Michelin, Dunlop or Kleber-Colombes white wall.

The spare tire is mounted vertically in the trunk compartment. A jack and a combination jack crank, wheel nut and hub cap bolt wrench are supplied with the car.





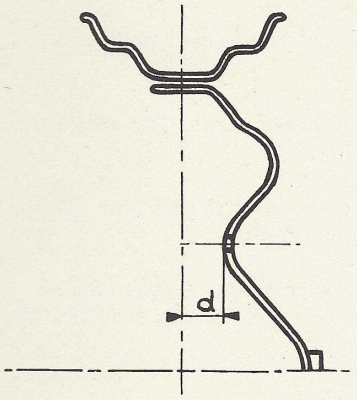
Technical Data

Wheel:

The wheel has three securing holes.

The wheels should not run-out (wobble) more than 1/8" as measured on each side of the rim at the base of the tire. Excessive run-out is the result of a bent wheel, an improperly mounted or torqued wheel.

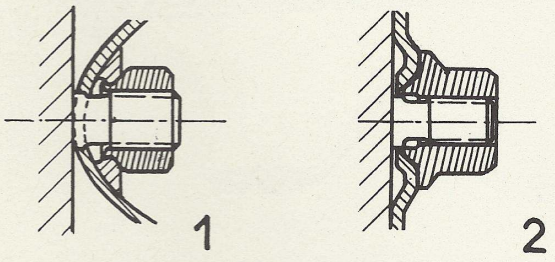
The dish (d) is: 1.191.



NOTE: Since the dish between a 403 and a 404 wheel is different, the two wheels are not interchangeable.

Wheel Securing Nuts:

There are two types of wheels installed on the 404: The wheel made by Michelin (1) and the wheel made by Dunlop (2). Each type has a different rim hub and lug nuts.



The lug nuts between the two types are not interchangeable. They should be torqued to 45 ft. lbs.

Tires:

The 404 is equipped with low pressure tires. Since a variation of only a few pounds make an appreciable difference in riding, handling and tire wear, it is essential to check and correct the pressure frequently.

The recommended pressures are:

Front: 20 lbs. Rear: 23 lbs.

NOTE: The tire pressure should always be checked when cold. Inflate the spare tire to 23 lbs.

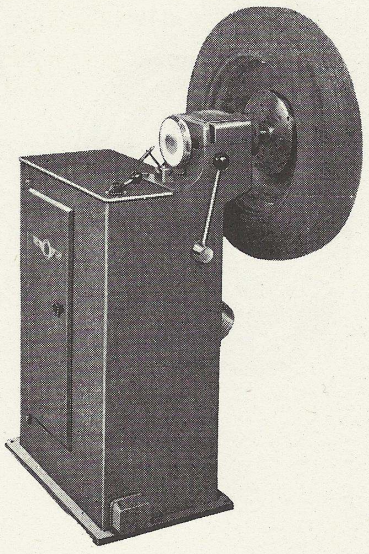
The Michelin X tire has a very high traction and must never be installed in combination with other type tires.

Balancing Wheels and Tires:

Whenever a tire is replaced, repaired, or at the time of periodical rotation, the wheels should be balanced statically and dynamically.

The front tire and wheel assemblies should be balanced on-the-car using an electronic wheel balancer.

The rear wheels must be balanced on an off-the-car balancer only.



NOTE:

Do not balance the rear wheels on-the-car as damage may be done to the differential.

In both cases be sure that:
- ***The wheel is clean.***
- ***The turn-out does not exceed 1/8" inch.***
- ***The tire is in good condition and well centered on the rim.***
- ***The lug nuts are torqued at 45 ft. lbs.***

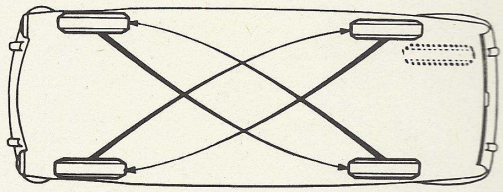
In addition to these precautions, when balancing the front wheels on-the-car, make sure that the wheel turns freely, the brake is correctly adjusted and not dragging, and the wheel bearings are adjusted without play.

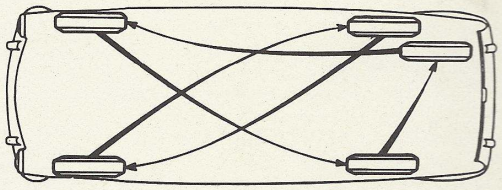
Several types of electronic wheel balancers are on the market. The instructions given by the manufacturer should be followed.

Tire Rotation

Normal tire wear is uneven between the front and the rear wheels because of the difference in the functions of the front and rear tires. In order to reduce tire wear and tire noise, and if the longest possible life is to be obtained from the tires, their position should be changed over according to either of the diagrams below at 4,000 mile intervals.

Readjust the pressures and balance the front wheels on the car.





BODY

Contents Section 11

DESCRIPTION

The body of the Peugeot 404 is of an integral, all steel, welded construction.

It is known as the "unitized" type of body construction. This type of construction eliminates the conventional, independent and heavy chassis frame.

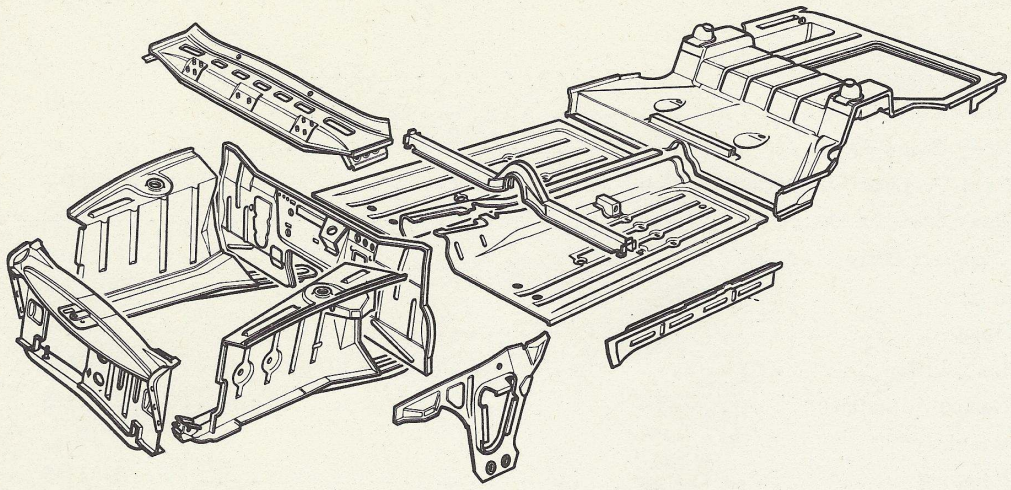
The over-all rigidity of the complete body is obtained from each of the individual metal components which, when welded together, include a part of the body shell assembly such as the roof, and the rear quarter panels.

The sub-assembly of the body, comprising the floor pans, the front rails, the front fenders inner panels, the front brace frame, incorporate attachment provisions for the power train and the suspension systems.

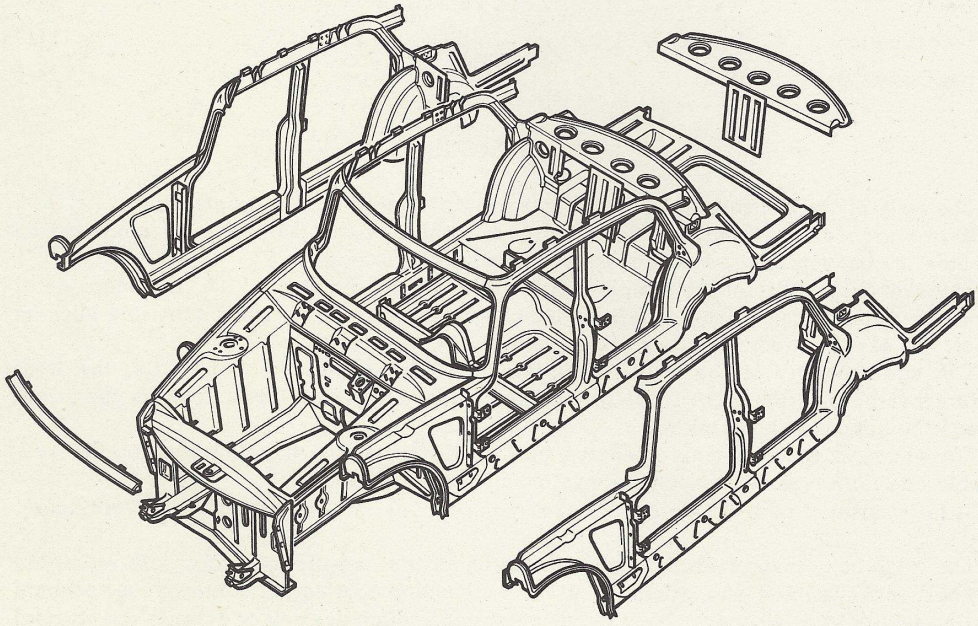
Therefore, in the event of extensive collision damage, the misalignment of the sub-assembly can influence the suspension system and the drive shaft.

It is imperative that dimensions of the alignment of the sub-assembly be very accurate.

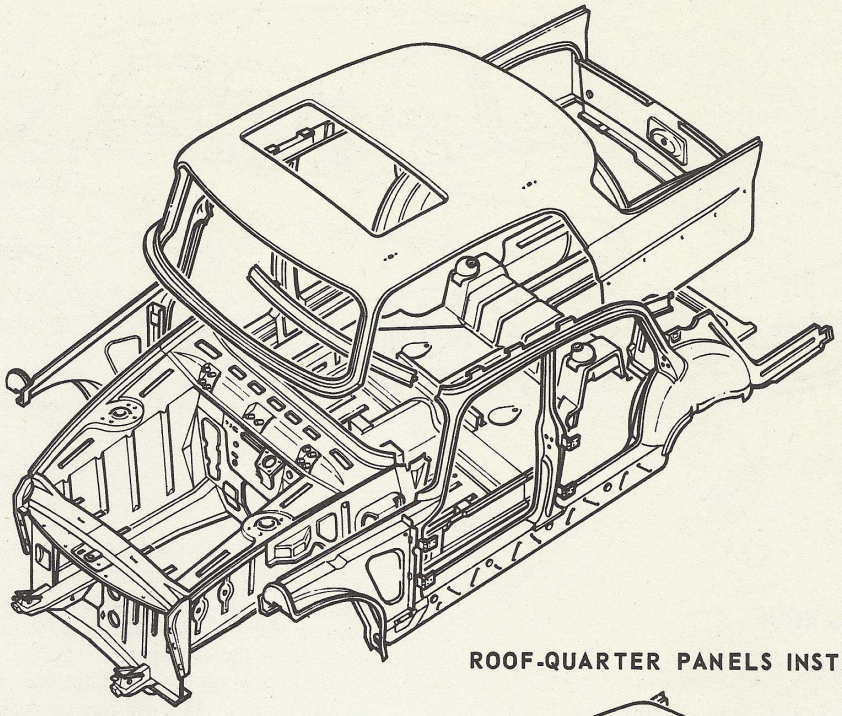
The underbody is protected against corrosion by the extreme accuracy with which the body shell is assembled and, also, by a layer of under coating. Underbody components should be rust-proofed whenever body repair operations which destroy or damage the original rust-proofing are completed.



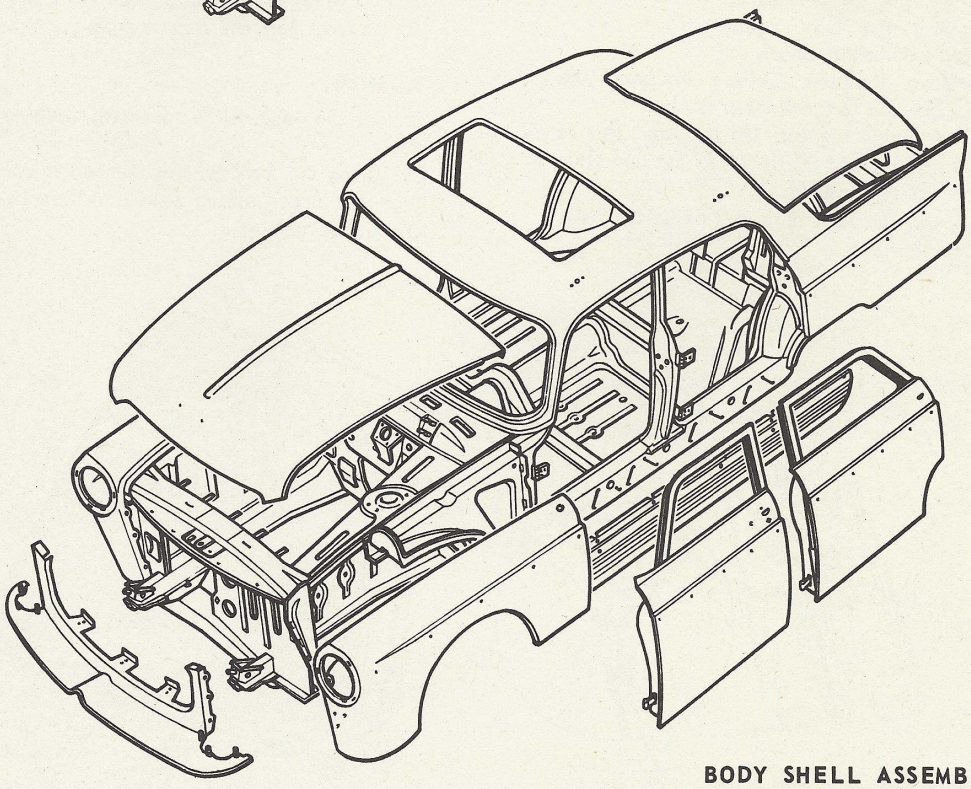
SUB-ASSEMBLY



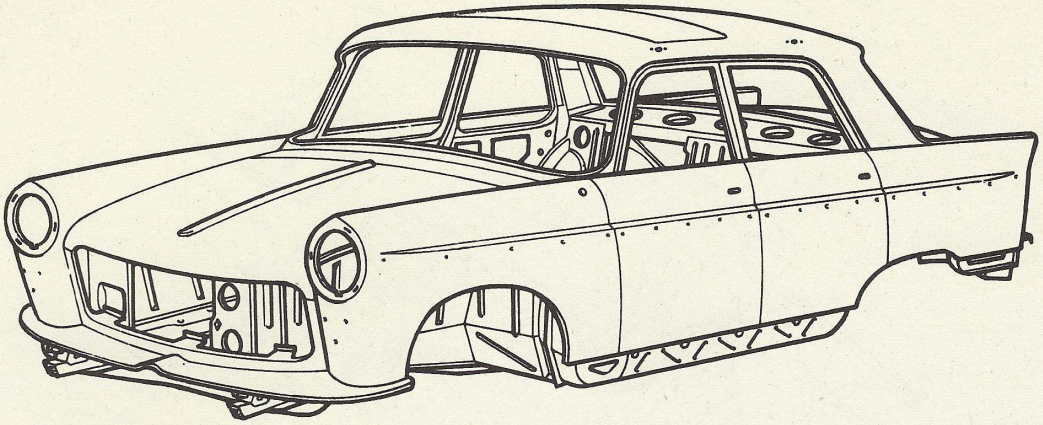
BODY BRACE FRAME



ROOF-QUARTER PANELS INSTALLATION



BODY SHELL ASSEMBLY



COMPLETE BODY

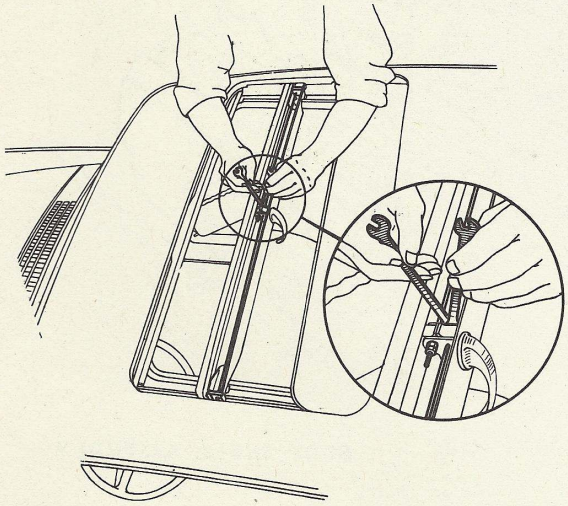
SLIDING ROOF

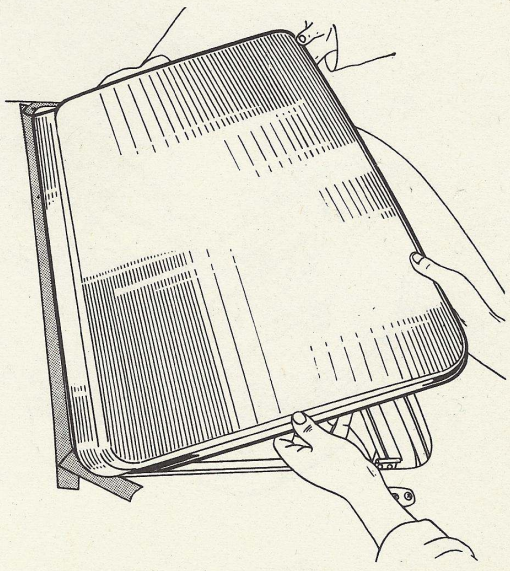
Removal:

- Protect the front seats with a cover.
- Close the sliding roof.
- Remove the four screws securing the sliding roof to the front cross bar.
- From inside the car, lift the front part of the sliding roof off the cross bar and slide roof panel rearward.
- Loosen the lock nuts and adjusting nuts from lock rods.
- Remove the crossbar.
- While sliding the panel towards the front,
- lift its front part and remove from the car.

Installation:

- Protect the edge of the roof with masking tape.
- By lifting the front part of the panel, engage the upper spring loaded rollers into the roof opening.





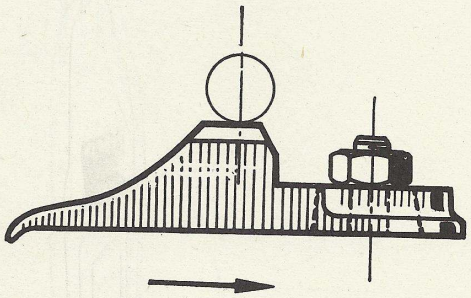
– Push the panel rearward and, at the same time, slightly push up the rear part of the panel from inside the car to ease the engaging of the lower rollers over the ramps and onto their rails.
– Install the crossbar and adjust by tightening the small nuts on the lock rods until a firm closing handle is obtained. Tighten the lock nuts.
– Reassemble the panel and the crossbar by means of the four crosspoint screws (two long at the center of the crossbar and one short at each end).
– Lubricate the rails lightly with lubriplate.

NOTE: The locking device can be adjusted without removing the panel from the car.

Ramps Adjustment:

The two rear tracks of the sliding roof are ended by 2 ramps. The purpose of these ramps is to bring the panel flush with the roof of the car when the sliding roof is closed. If, when opening or closing the sliding roof, the panel moves sideways and gets jammed, check the adjustment of the ramps, following this procedure:

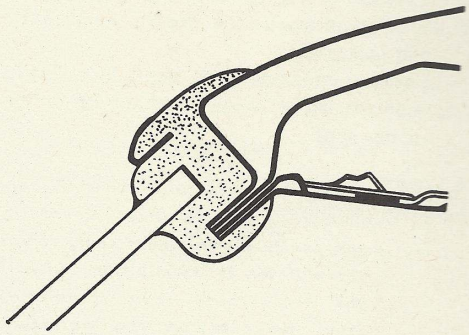
1 - Close the sliding roof.
2 - Check the position of the lower rollers on their stops.
3 - Adjust each ramp so that the rollers start together up the slope.



WINDSHIELD

Removal:

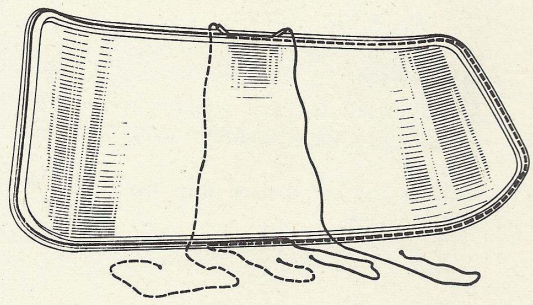
– Protect fenders, cowl, front seats and instrument panel with covers.
– Remove windshield wiper arms.
– Remove sun visors and rear view mirror.
– Remove right and left garnish molding.
– Remove the two aluminum moldings from the windshield rubber seal.
– Insert a razor blade against the outer face of the windshield and cut the rubber seal around its perimeter.



– Remove the windshield and the rubber seal.

Installation:

– Clean off old sealer around windshield opening.
– Install a new rubber seal on the glass with the seam of the seal at the upper center of the windshield.
– Insert two cords powdered with talcum in the pinchweld cavity of rubber channel, one on each side of the windshield. Cross the ends of the cords at the top and bottom center of the glass. (See picture.)



– With aid of a helper, carefully position and center the windshield assembly in the windshield opening with the cords inside the car.

NOTE: DO NOT POSITION GLASS BY TAPPING OR HAMMERING ON GLASS.

– Pull alternatively each cord to seat rubber channel over pinchweld flange. End up this operation at the center of the R.H. and L.H. pillars.
– Using a pressure type applicator, lay a bead of sealer under the outer lip of the rubber seal.

NOTE: To facilitate installation of the aluminum moldings, insert a cord in the cavity of the rubber seal, center the molding in its position and pull the cord slowly while applying a light pressure on the molding.

– Reinstall all previously removed parts and remove protective covers.
– Water-test the windshield.

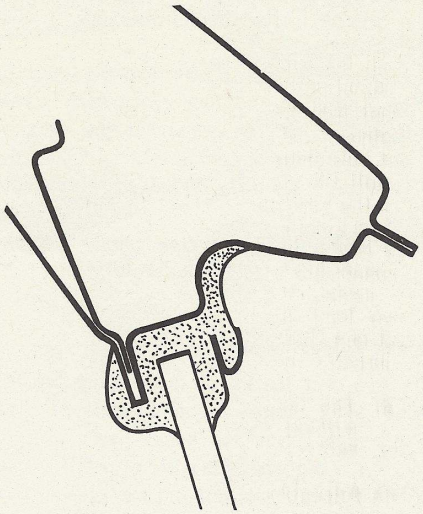
BACK WINDOW

Removal:

– Remove the rear seat cushion and the back rest.
– Install protective covers over painted surfaces.
– From inside the car, loosen the lip of the rubber seal from the pinchweld flange.
– Apply pressure on window with palm of hand near edge. At the same time use a blunt putty knife and carefully assist rubber seal over pinchweld flange.
– After window rubber seal is free from pinchweld flange, carefully lift windshield assembly with the aid of a helper from the body opening.

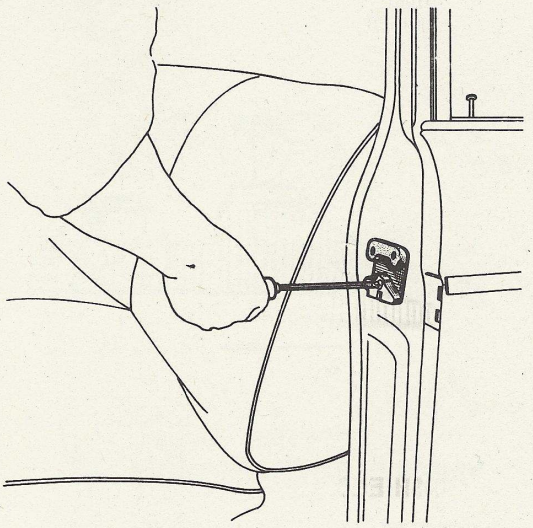
Installation:

– To install the rear window, proceed as explained for windshield, using only one cord.
– Start the installation from the center of the bottom.
– Pull the cord across bottom of window, then up each side and finally across top to complete this operation at the top center of the rear window.



DOOR LOCK ADJUSTMENT

1 - Make sure that the latch and its control operate properly.
2 - Loosen the three striker plate attaching screws and slide the catch towards the outside.



3 - To align the door latch and its striker plate: While keeping the latch unlocked by pressing on the push button, close and open the door.
4 - Tighten the screw securing the striker plate.
5 - Check the adjustment by closing the door - and correct if necessary.
6 - Lubricate the plate lightly with lubriplate. DO NOT LUBRICATE THE NYLON GUIDE.

TRUNK LID LOCK ADJUSTMENT

The adjustment is performed by moving the lock catch up or down, following this procedure:

1 - Remove the gas tank filler neck cover plate secured by four screws.
2 - Loosen the lock catch lower lock nut inside the rear compartment.
3 - Loosen the catch upper lock nut.
4 - Loosen the two crosspoint screws.
5 - If the trunk lid is too loose, loosen upper lock nut, and tighten lower lock nut until correct closing of the trunk lid is reached.
6 - If the trunk lid is too tight, loosen the lower lock nut and tighten the upper lock nut.
7 - When the correct adjustment is obtained, tighten the crosspoint screws and lock nuts.
8 - Install the cover plate.
9 - Lightly lubricate the trunk lid lock with lubriplate.

FRONT SEATS

Each front seat can be lowered, raised or tilted individually.

The lower frame of the seat is mounted to the track on blocks of different sizes at the four securing points. The seat can be raised by installing the thicker blocks beneath the frame and the thinner blocks over the frame.

Reverse the operation to lower the seat.

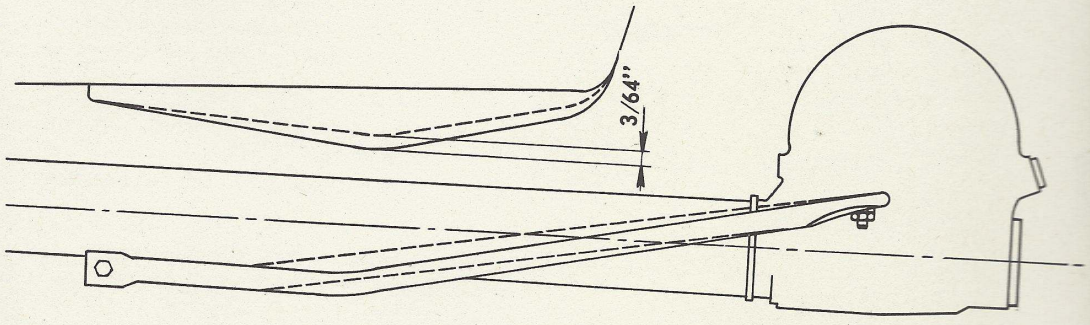
The seat can be tilted by installing thick blocks at the front of the seat and thin blocks at the rear.

REAR SEAT CUSHION

Starting with 404 Serial #4168930 the floor under the rear seat cushion has been lowered 3/64 inch.

The tie rods between the rear end axle and the torgue tube have a greater bend in order to keep the clearance with the floor.

Tie rods of the early model cannot be installed on cars with a modified floor, but late tie rods can be installed on cars with the early model floor.



--------- 1st Installation
———— 2nd Installation

MATCHING COLORS BY E. I. DU PONT DE NEMOURS

Listed below are the du Pont file numbers for Peugeot 404 body colors:

Peugeot Code No.	Color	"Duco" Lacquer File No.	"Dulux" Enamel File No.
501	Gray	(246)84173	(93)84173
1004	Metallic Gray	(202)84110	(181)84110
1006	Turquoise	(246)95701	(93)95701
1010	Ivory	(246)95702	(93)95702
1023	Navy Blue	(246)29061	(93)29061
1025	Metallic Gray	(202)29062	(181)29062
1026	Gray	(246)29063	(93)29063

From these file numbers, any du Pont dealer or distributor can supply the matching color corresponding to the Peugeot code number stencilled under the hood of each vehicle.

Contents Section 12

ELECTRICAL EQUIPMENT

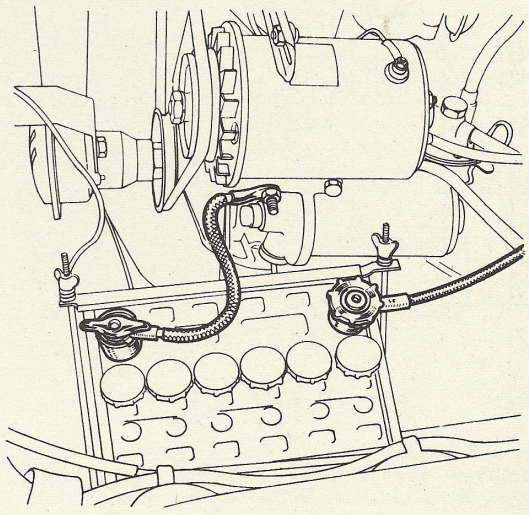
Battery

The 404 is equipped with a 12V 55 ampere-hour capacity battery with the negative pole to the ground.

The battery cables are connected to the battery through "Arelco" terminal and protectors. The battery can be disconnected by loosening the negative battery cable two turns. In order to prevent corrosion of the battery terminals, pour one or two drops of SAE 50 oil into the protectors. The level of electrolyte should be kept about 1/4 inch above the separators. Add only distilled water.

Keep the battery in a fully charged condition. This is especially important when temperatures drop to below freezing.

After re-connecting the battery, always reset the clock.

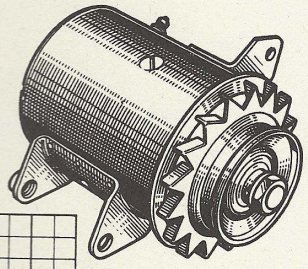


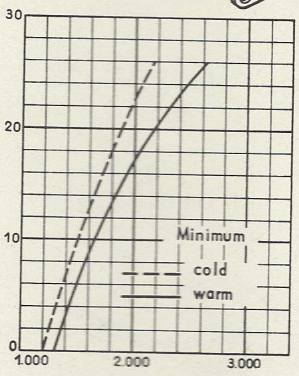
12

Generator

The 404 US model is equipped with a 300 watt "Ducellier" type 7210A or G generator.

Number of Brushes	:	2
Rotation	:	Clockwise
Normal Output	:	23 Amps.
RPM corresponding to 23 Amp. Output (warm)	:	1900 RPM
Cut-out speed (warm)	:	1240/1280 RPM
Maximum RPM	:	7700 RPM
Field Resistance	:	Between 6.5 and 7.5 OHMS.





NOTE:

The 404 equipped with the electro magnetic clutch has a three brush "Ducellier" type 7229 A or G generator which has the same characteristics as the 7210 A or G generator.

Regulator

The "Ducellier" type 8198A 18 amp. regulator may be installed either with the two or three brush generator.

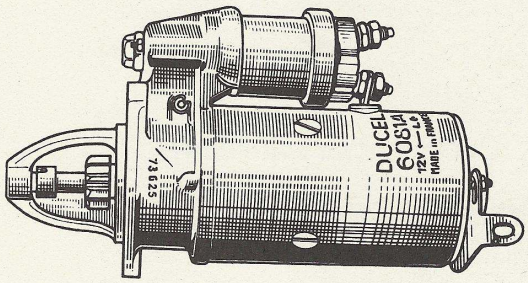
The regulator is not adjustable.

Starter

The "Ducellier" type 6081 starter is secured on the engine by two bolts to the clutch housing, and one bolt to the engine block.

Characteristics:

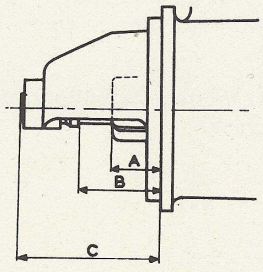
Average torque at 1000 RPM:		3.61 ft. lbs.
Current drawn	:	260 Amp.
Free speed	:	7500 RPM
Current drawn	:	12 Amp.
Maximum power	:	7 HP
Current drawn	:	240 Amp.
Number of teeth on pinion	:	9



Pinion Drive Adjustment

When overhauling the starter, the pinion drive should be adjusted as follows:

A = .820"
B = 1.470"
C = 2.440"



Ignition Switch

The ignition switch incorporates the starter contact and the steering wheel lock. In the "garage" position, the key may be removed with the steering wheel unlocked.

Removal:

1 - Disconnect the battery.

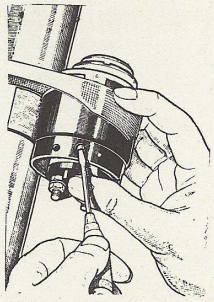
2 - Remove the lower plastic shell from the steering column.

3 - Remove the steering bolt.

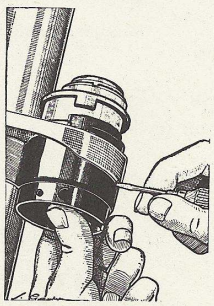
4 - Disconnect the four wires.

5 - Remove the key in "garage" position.

6 - With a very small screw driver, compress the spring loaded retainer pin located at the lower part of the lock while applying pressure at the bottom of the lock in order to disengage the pin from the housing.



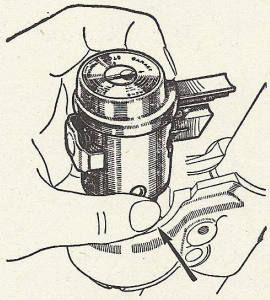
7 - With the same screw driver, apply pressure through the hole located opposite to the steering column and, at the same time, slide the lock out.



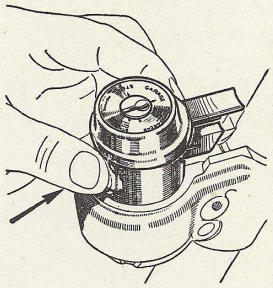
Installation:

1 - Remove the key in "garage" position.

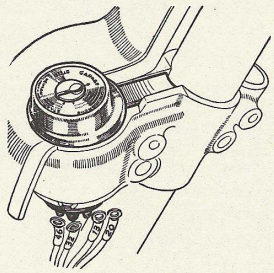
2 - Compress the spring loaded retainer pins and engage the lock into its body.



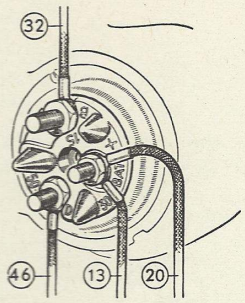
3 - Compress the flat spring and slide the lock in all the way.



4 - Secure the lock into its body with the bolt.



5 - Connect the wires:
#13 and 20 wires to #30 terminal
#32 wire to #15 terminal
#46 wire to #50 terminal



6 - Replace the lower plastic shell on the steering column.

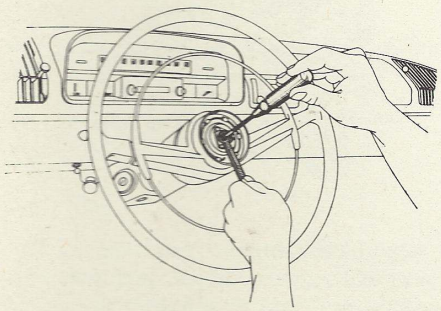
7 - Reconnect the battery and reset the clock.

Horns

The horns operate by pressing on any part of the horn ring on the steering wheel. By applying a light pressure only the town horn is sounded and, by applying a stronger pressure, the dual town and country horn are sounded.

Horn ring Adjustment:

- Remove the horn ring cap.
- Loosen the lock nut and tighten the adjusting screw until the town horn is sounded.
- Loosen the adjusting screw one turn and tighten the lock nut. Check the operation.
- Replace the horn ring cap.



Head Lights

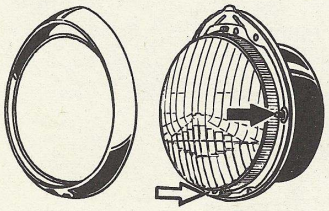
Replacing sealed beams:

- Remove the rim by pulling out on the bottom.
- Unscrew the sealed beam retaining ring.
- Unplug the connector.

To install, reverse the procedure.

Adjustment:

- Remove the rim.
- For horizontal adjustment, operate the side screw.
- For vertical adjustment, operate the lower screw.



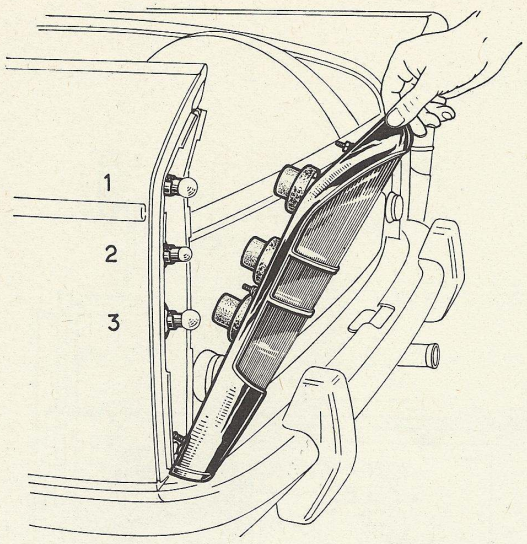
Front Lighting

The front light assembly incorporates the turn signal and the parking light through a double filament bulb.

Rear Lighting

The rear light assembly contains three separate bulbs as follows:

1. Top: Turn Signal
2. Center: Tail Light
3. Bottom: Stop Light



Junction Block

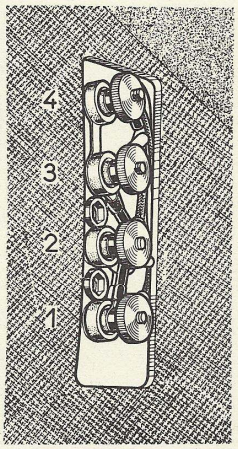
Four fuses mounted under the left side kick pad, protect the circuit as follows:

1 - Front and rear parking lights, instrument panel lights, and trunk light.
10 Ampere - Cadmium

2 - Dome lights, horns, and cigar lighter.
18 Ampere - Brass

3 - Turn signals, stop light and fan clutch.
10 Ampere - Cadmium

4 - Heater and windshield wiper motor.
10 Ampere - Cadmium



Bulb Chart

Headlights	Sealed beam 12 volt
Front parking and turn signal	1034 bulb
Rear turn signal	1141 bulb
Stop lights	1141 bulb
Tail lights	67 bulb
Trunk light	67 bulb
Instrument panel lights	1816 bulb

*NOTE: **Do not install an 1141 bulb in the tail light position (center) as the plastic socket base may be damaged by the operation.***

WIRING DIAGRAM

A	Ammeter.	**Flasher**	Turn signal flasher unit.	**Rear L.**	Rear light ass'y.—Turn, park, and stop.
Bat.	Battery.	**Fuel**	Fuel quantity indicator.	**Reg.**	Voltage Regulator
Ceil. L.	Ceiling light and switch.	**Fuel Tr.**	Fuel quantity transmitter.	**Rh.**	Instrument panel light rheostat.
Ceil. Sw.	Ceiling light switch in door.	**Gen.**	Generator.	**Socket**	Portable lamp socket.
Cl.	Clock.	**H-1**	Horn, town.	**Starter**	Starter, solenoid type.
Coil	Ignition coil.	**H-2**	Horn, country.	**Stop Sw.**	Stop light switch.
Dim.	Headlight foot dimmer switch.	**H. Sw.**	Horn switch.	**Temp.-Oil**	Water temperature and oil pressure warning light.
Dist.	Distributor and condenser.	**HL.**	Headlight.	**Temp. Tr.**	Water temperature transmitter.
Fan	Automatic fan clutch.	**Heat.**	Heater Motor.	**Thermo**	Thermocontact, automatic fan clutch.
F-1	Fuse, front and rear parking lights, instrument panel and trunk lights. 10 amp.	**Ign.**	Ignition switch and starter control.	**Trunk L.**	Trunk light and switch.
F-2	Fuse, ceiling light, portable lamp socket, and horns. 18 amp. **(brass), cigar lighter**	**Lic. L.**	License plate light.	**Turn Ind.**	Turn signal indicator.
F-3	Fuse, stop lights, turn signals, and fan clutch. 10 amp.	**Lite Sw.**	Light switch.	**Turn Sw.**	Turn signal switch.
F-4	Fuse, windshield wiper and heating system. 10 amp.	**Master**	Battery disconnect switch.	**W.W.**	Windshield wiper.
		Oil Sw.	Oil pressure light switch.	**W.W. Sw.**	Windshield wiper switch.
		Park L.	Front parking light and turn signal.	**W.W.P.**	Windshield wiper automatic park switch.
		P. 3F	Front plate — 3 terminals.		
		P. 3R	Rear plate — 3 terminals.		

ELECTRICAL EQUIPMENT

WIRING DIAGRAM