PEUGEOT

CABRIOLET - COUPE

504

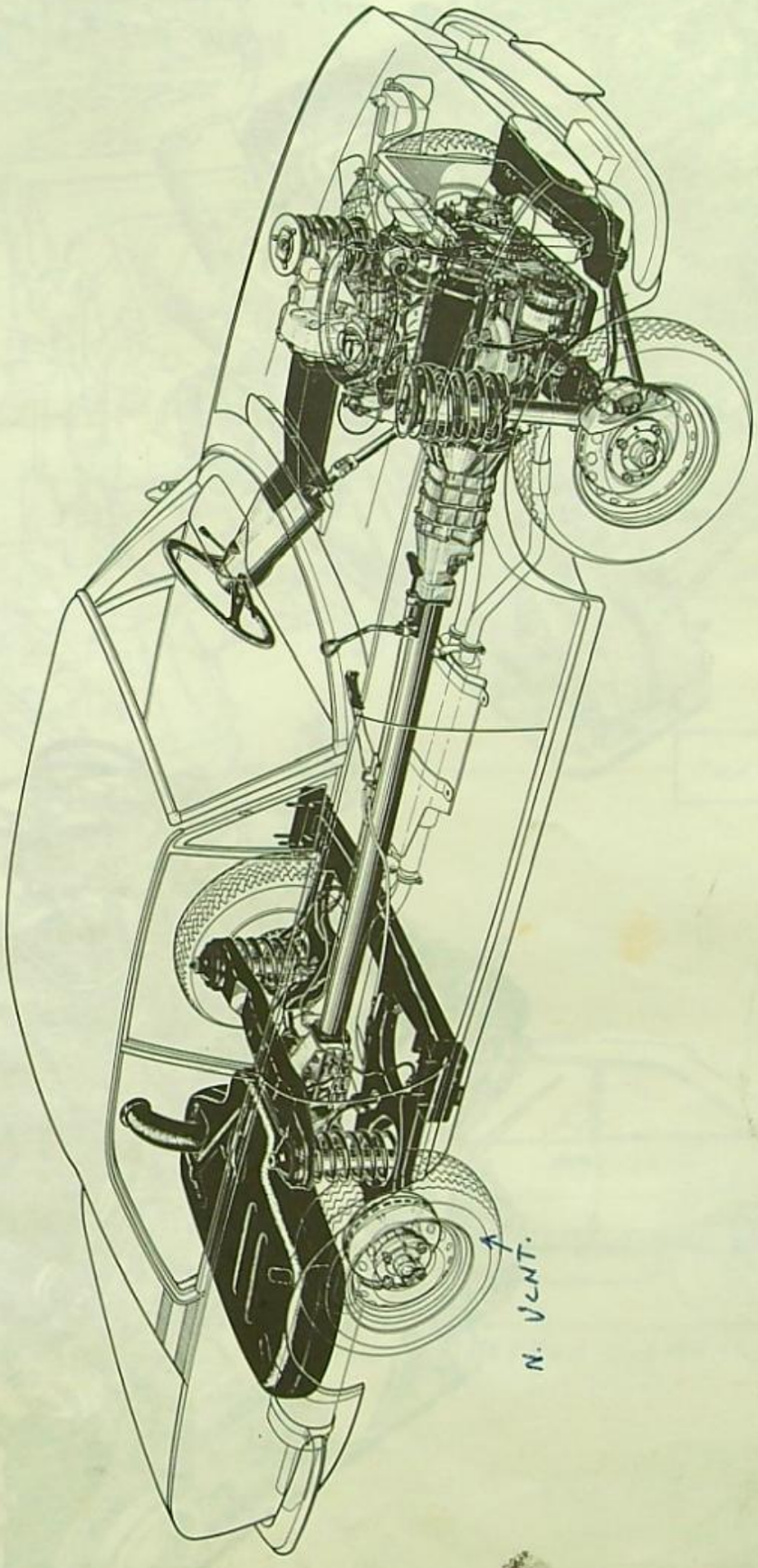
V6

INSTRUCTION TECHNIQUE

TECHNICAL INSTRUCTION

TECHNISCHE INSTRUKTION

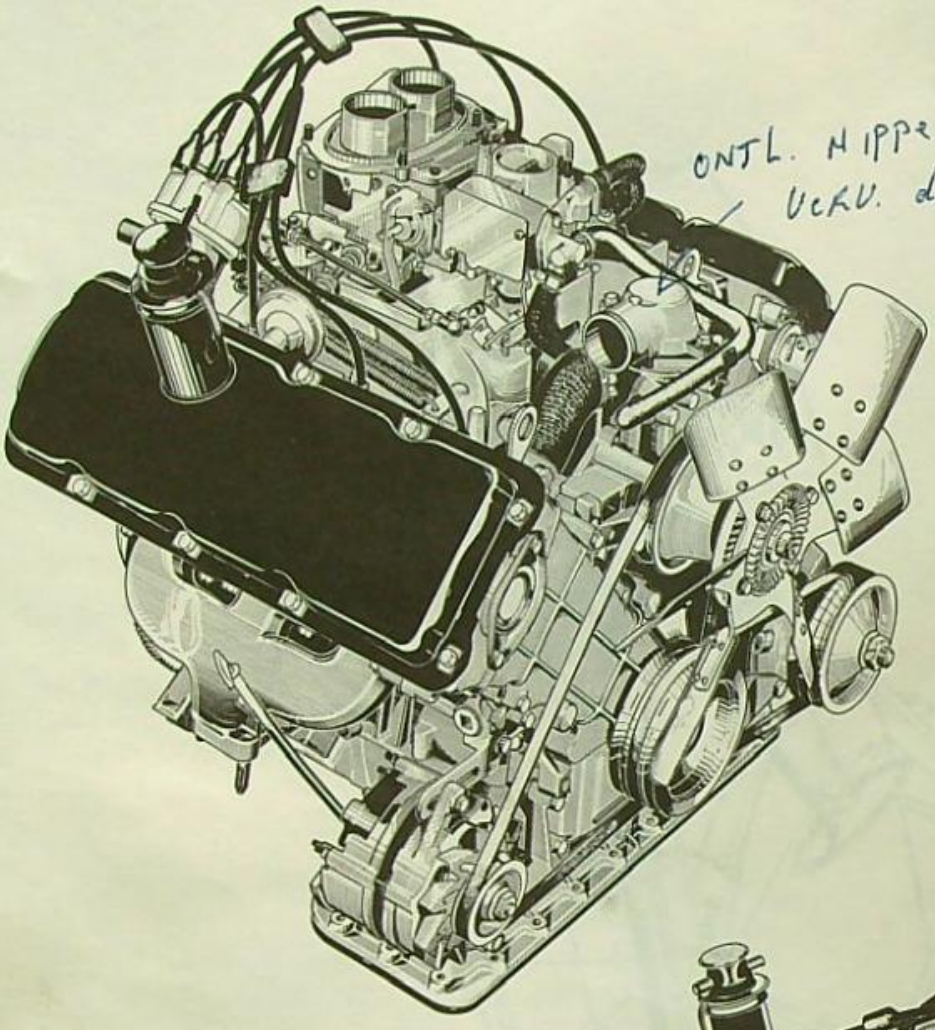
ISTRUZIONI TECNICHE

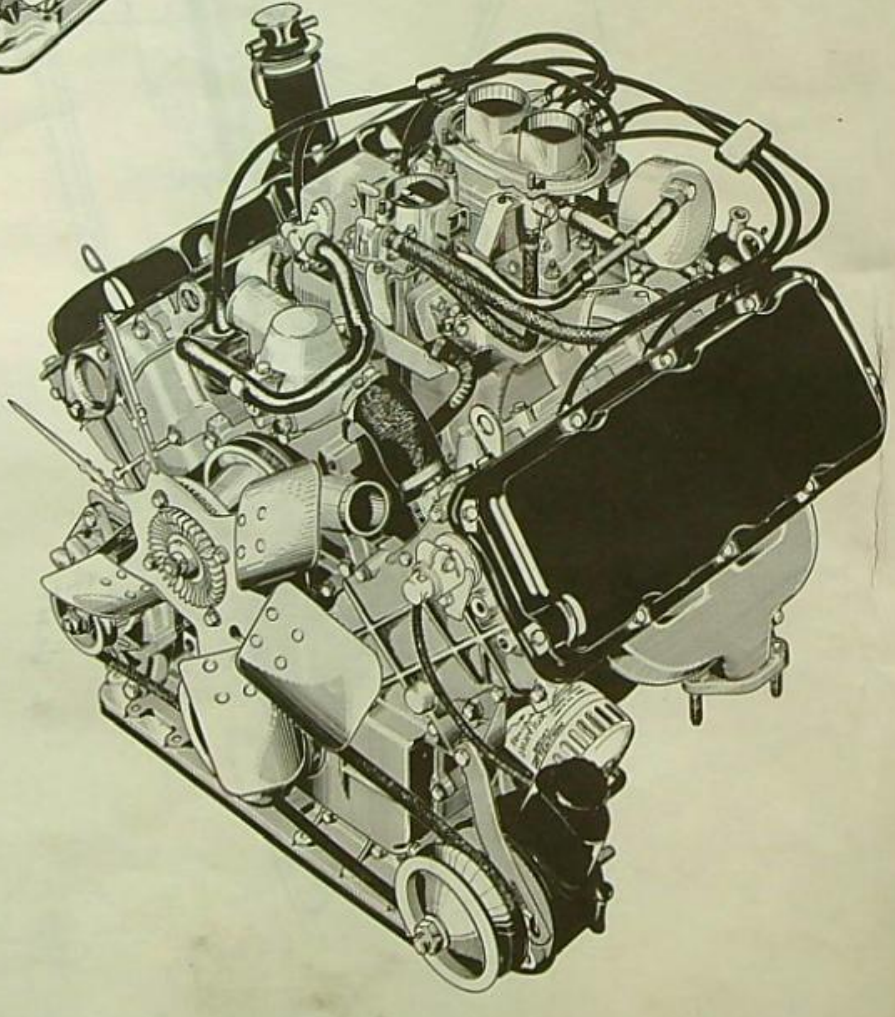


MOTOR Number 4 Cyclks. VCRV.

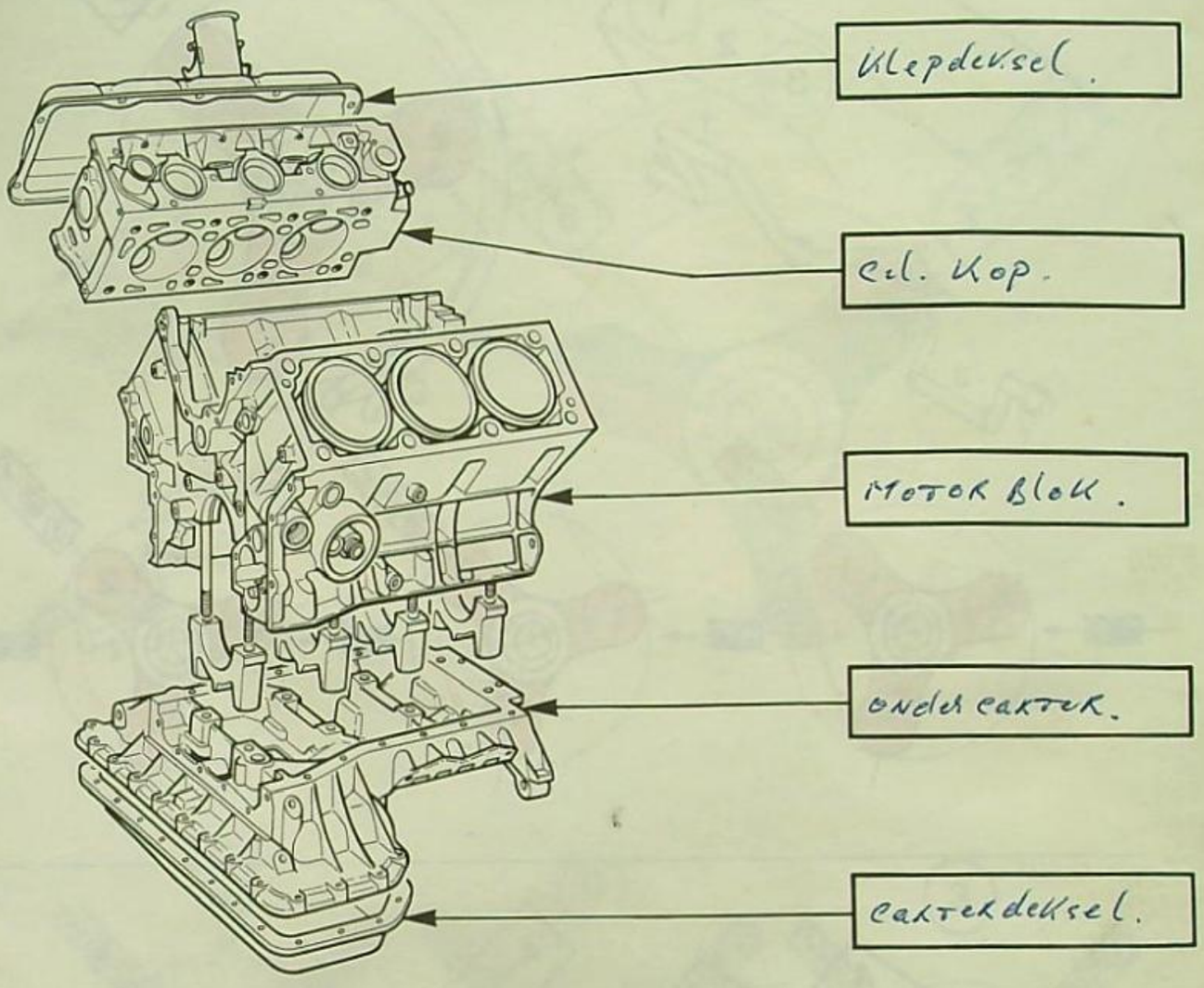
MOTEUR ZM
ZM ENGINE
MOTOR ZM
MOTORE ZM

ONTL. NIPPEL VCRV.
VCRV. doorslang.

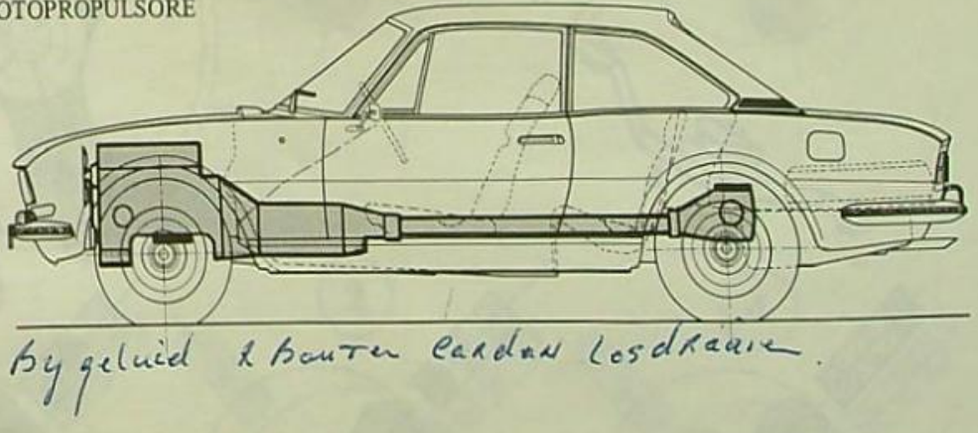




ARCHITECTURE DU MOTEUR
ENGINE STRUCTURE
MOTORAUFBAU
ARCHITETTURA DEL MOTORE

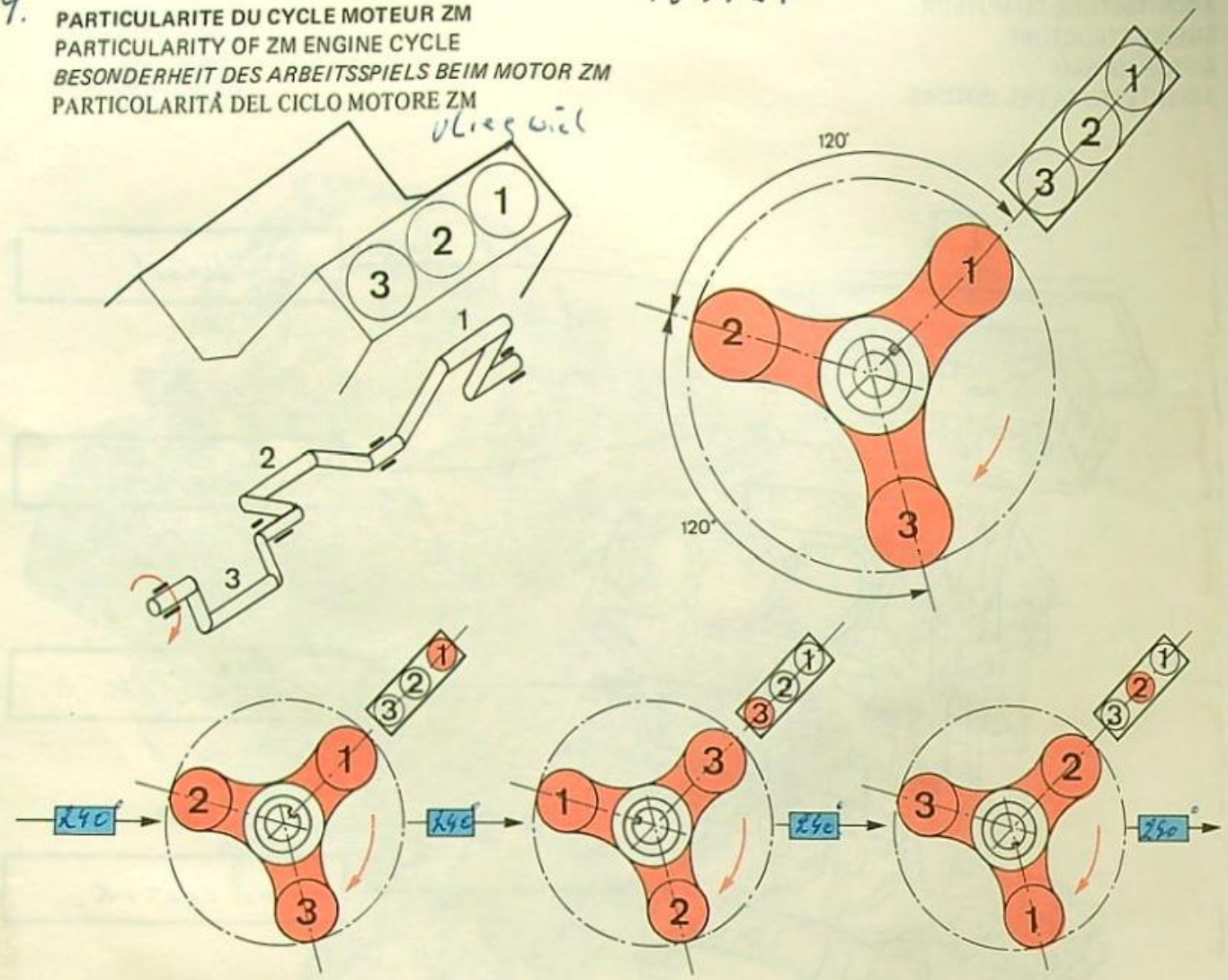


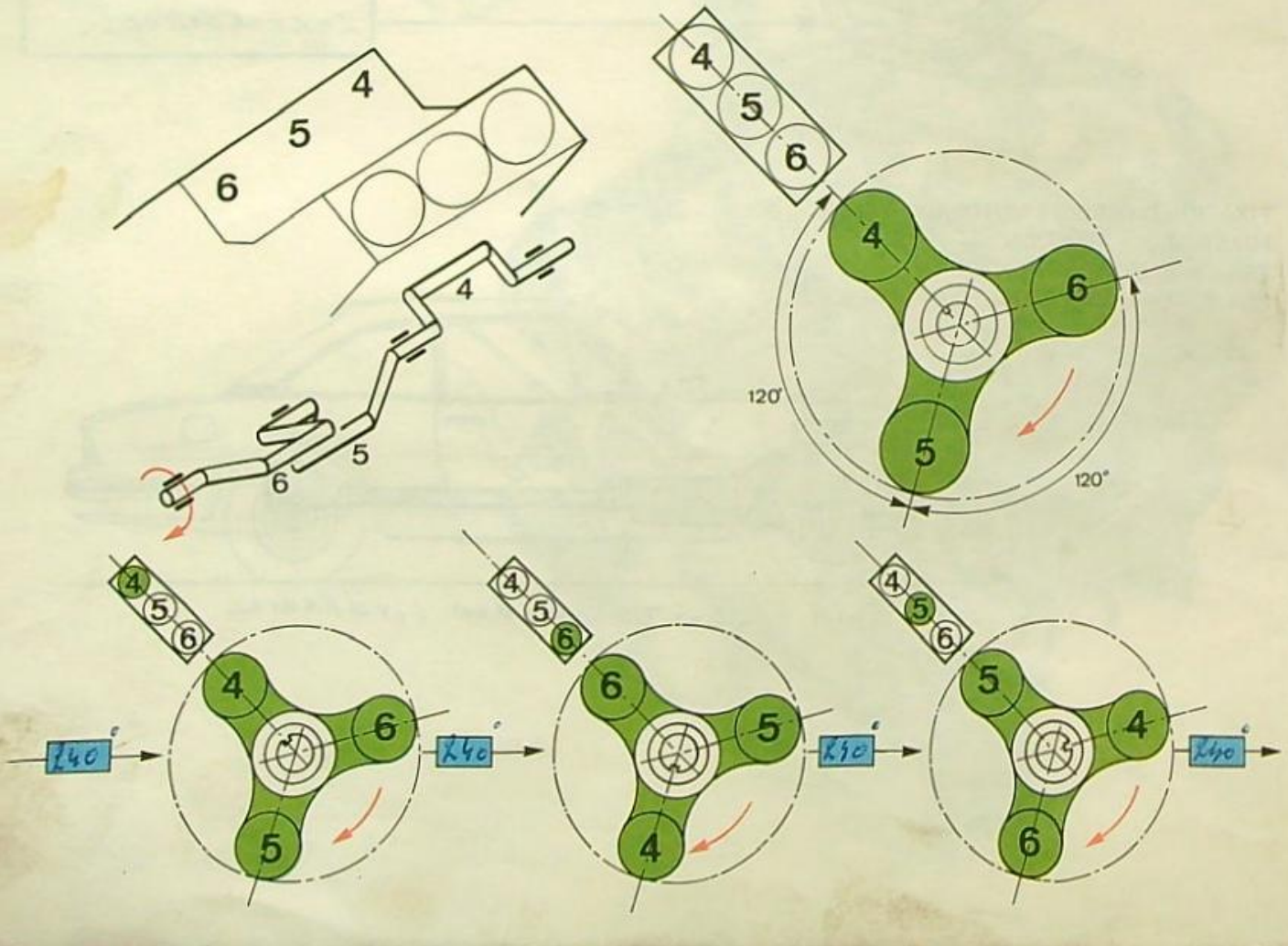
FIXATION DU GROUPE MOTOPROPULSEUR
POWER GROUP FIXATION
TRIEBWERKBLOCKBEFESTIGUNG
FISSAGGIO DEL GRUPPO MOTOPROPULSORE

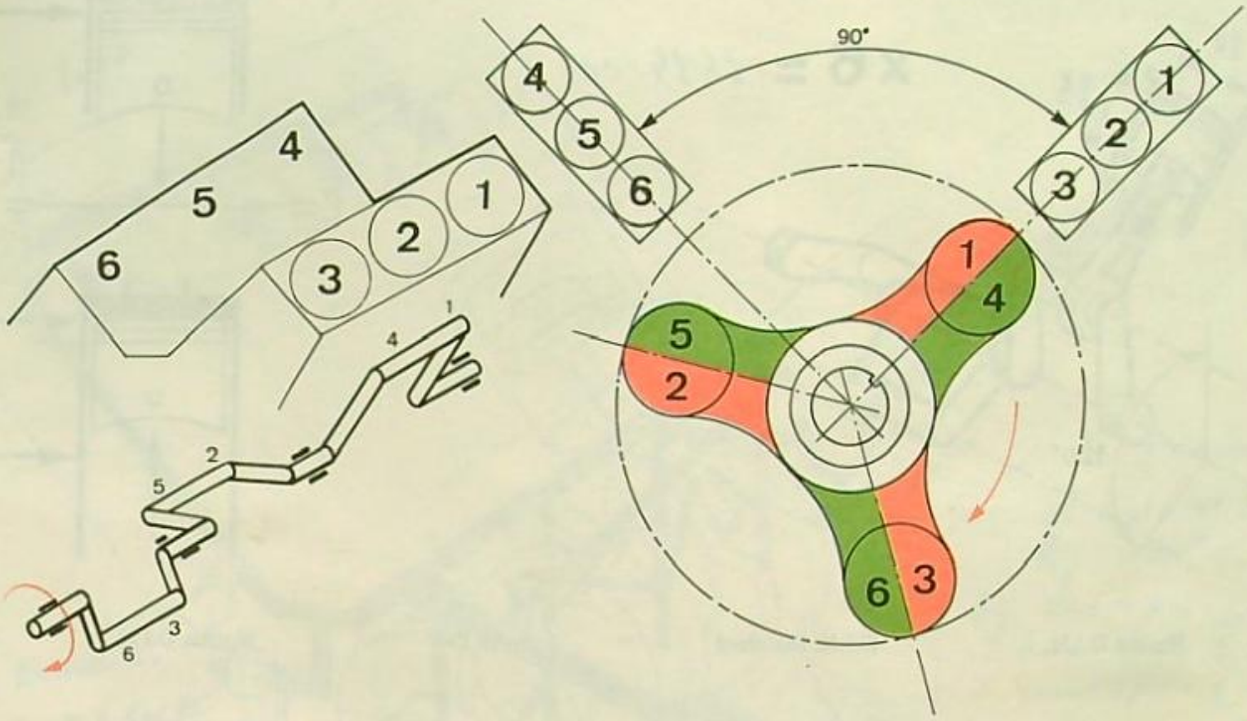


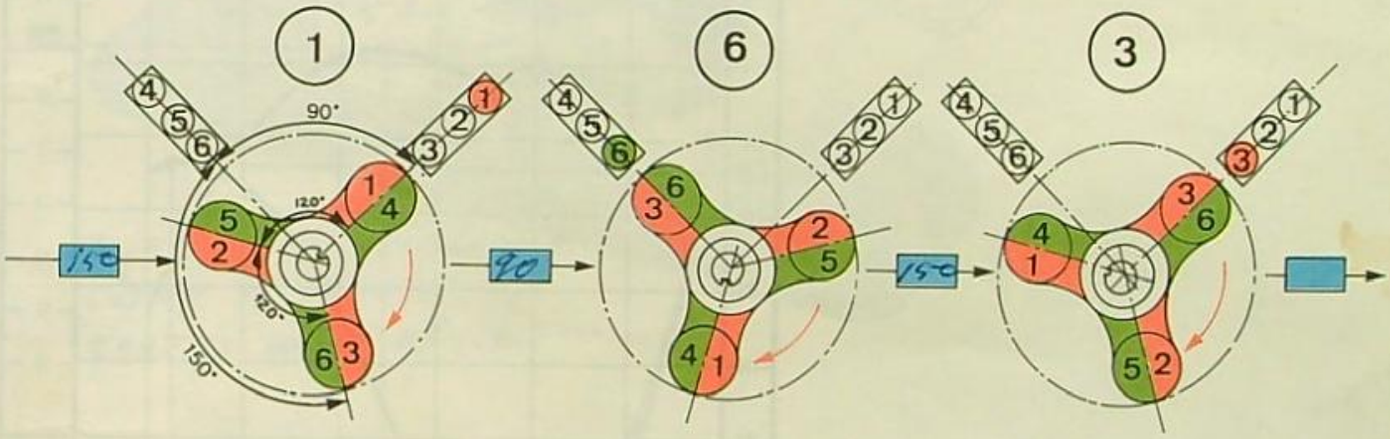
4. 163524

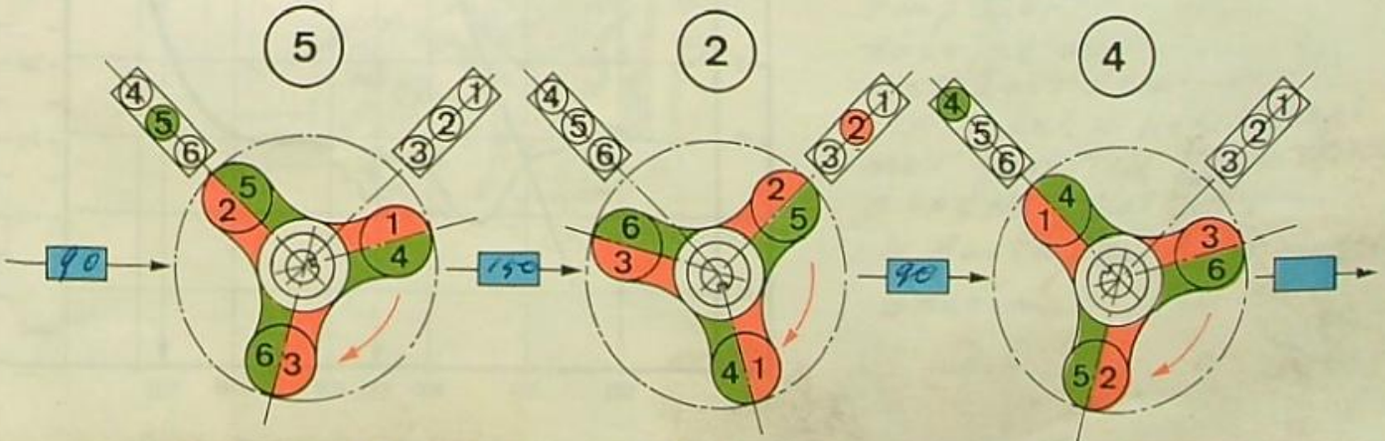
PARTICULARITE DU CYCLE MOTEUR ZM
PARTICULARITY OF ZM ENGINE CYCLE
BESONDERHEIT DES ARBEITSSPIELS BEIM MOTOR ZM
PARTICOLARITÀ DEL CICLO MOTORE ZM



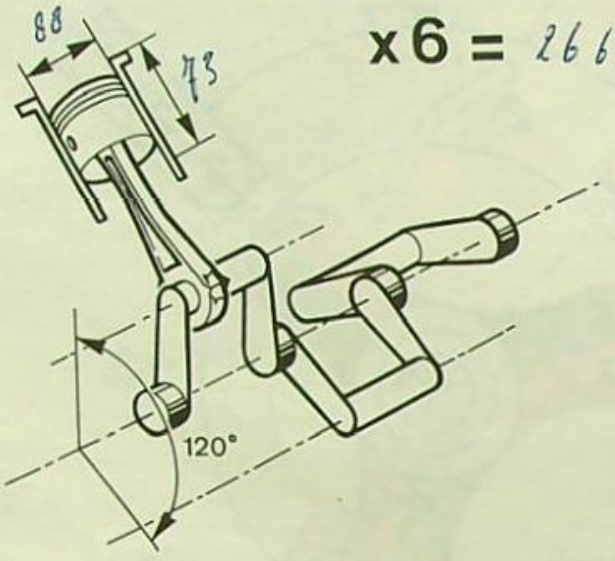




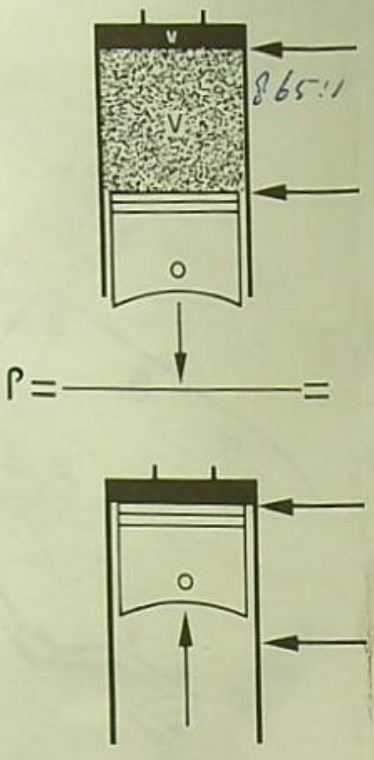




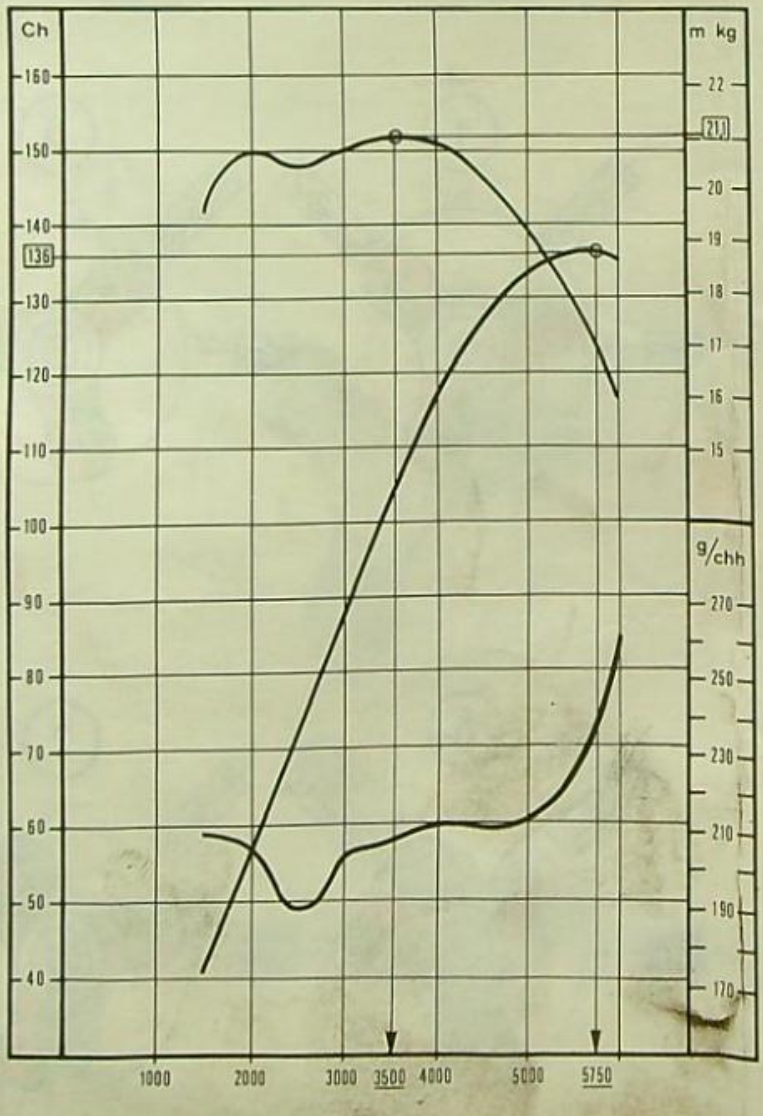
CARACTERISTIQUES GENERALES
GENERAL CHARACTERISTICS
ALLGEMEINE TECHNISCHE DATEN
CARATTERISTICHE GENERALI



x 6 = 2664 cc.



Norme D.I.N. D.I.N. Standard *Norm DIN* Norma D.I.N.

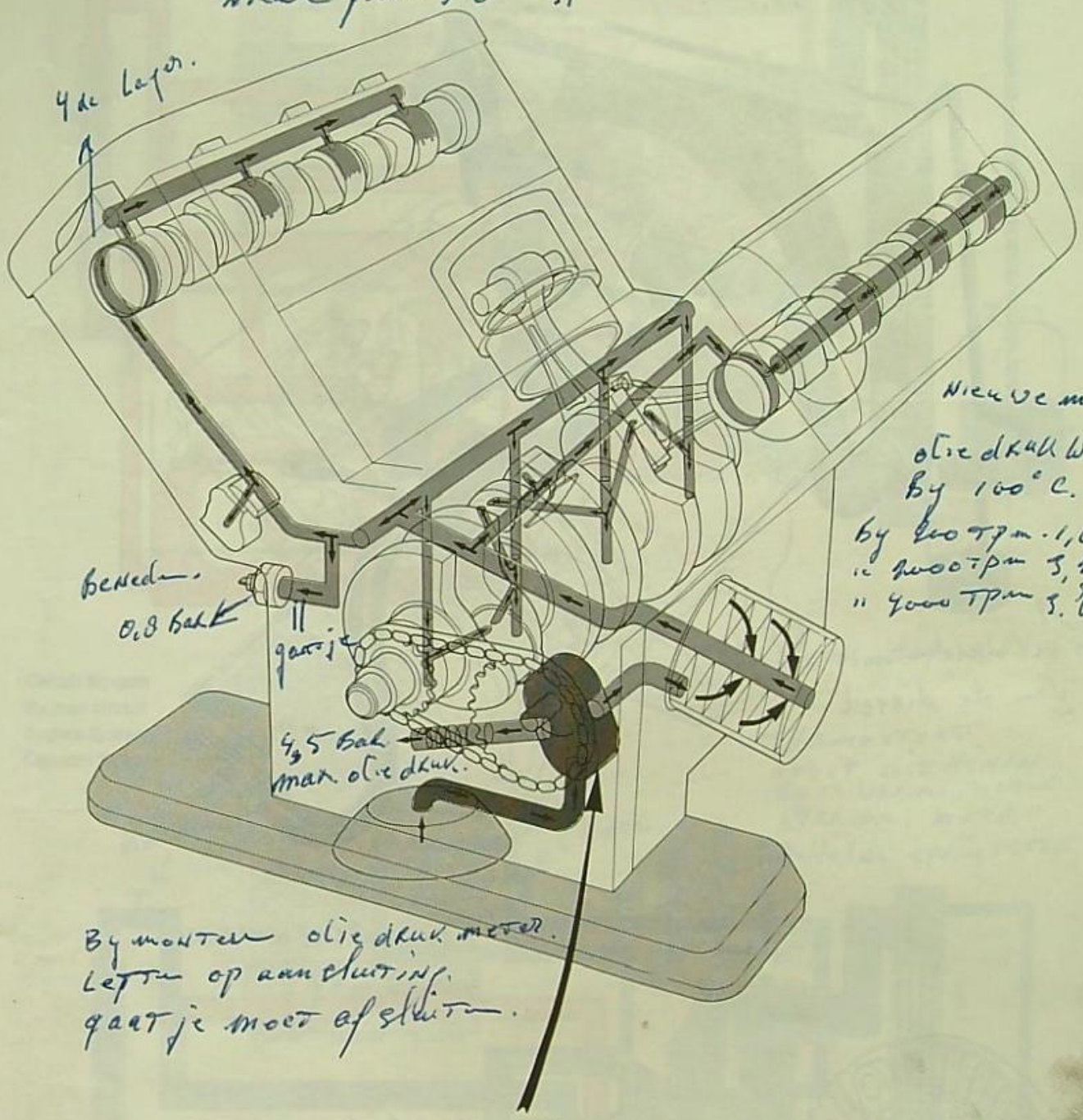


CIRCUIT DE GRAISSAGE
LUBRICATION CIRCUIT
SCHMIERSYSTEM
CIRCUITO DI LUBRIFICAZIONE

TOTAAL. IN H. 7L.
By. VERVERS 6L.
ongeacht de filter
olie 20/50.

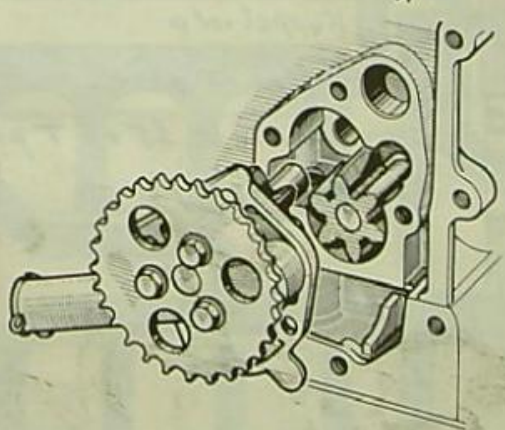
olie filter L S-410
doorstroom 10-15 micron
nieuwe filter 5-8 "

filter verv.
1000 km.
5000 km.



Nieuwe motor
olie druk waarde
By 100° C.
By 800 tpm. 1,8 Bak
" 2000 tpm 3,2 Bak.
" 4000 tpm 3,7 Bak

By monteren olie druk meter.
Letten op aansluiting.
gaatje moet afgesloten.

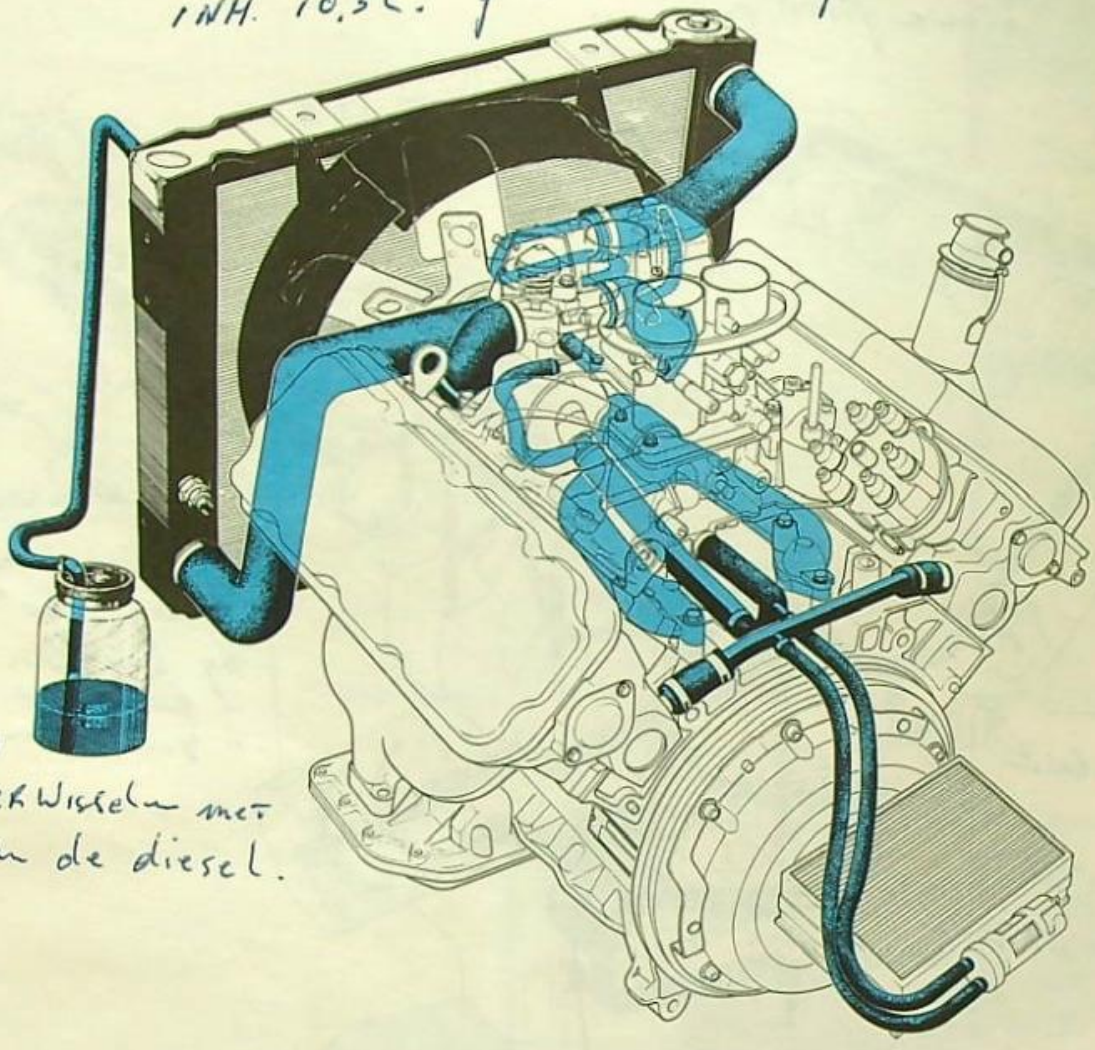


afstellen olie pomp.
By demont.
Pomp centr.
Boutjes mont.
Niet vast draaien.
Verticaal + Horizontaal
met plastiek Hamer tikken
daarna. Vast zetten.
+ contr. zo licht mogelijk
draaien.

CIRCUIT DE REFROIDISSEMENT
COOLING SYSTEM
KÜHLSYSTEM
CIRCUITO DI RAFFREDDAMENTO

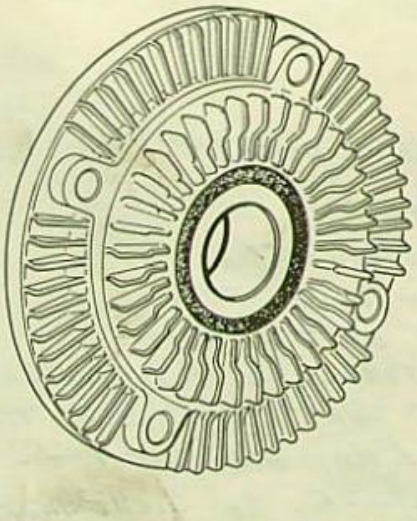
Zomer Water - Winter antivries.

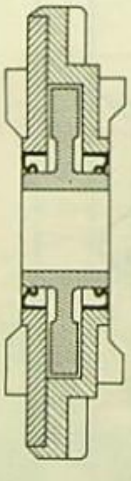
INH. 10,3 L. geen koelvloeistof



vliet verwisselen met
die van de diesel.

MOET EENMALIGH NATREKKEN
4,5 - 5 mkg.



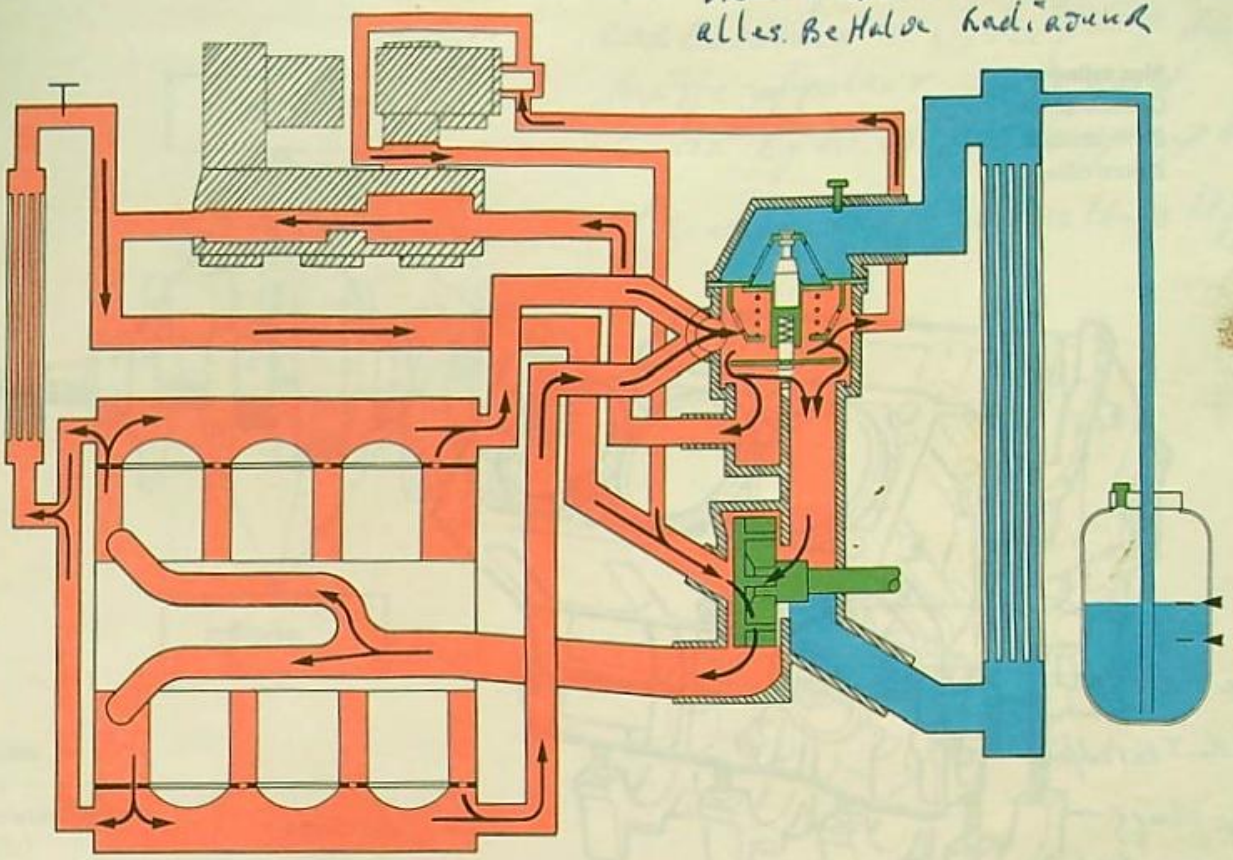


slipkoppeling
gevuld met olie.
Toerental 2500 T.p.m.
Verbinding Helsen. 55

THERMOSTAAT = X L 4D.
OPEND 82° C. - 92° VOL. OPEN.

Principe de fonctionnement
Working principle
Funktionsweise
Principio di funzionamento

KOUDE MOTOR
ALLES BEHALVE RADIATEUR



DRUK DOP 0,8

Circuit By-pass
By.pass circuit
Bypass-System
Circuito By-pass

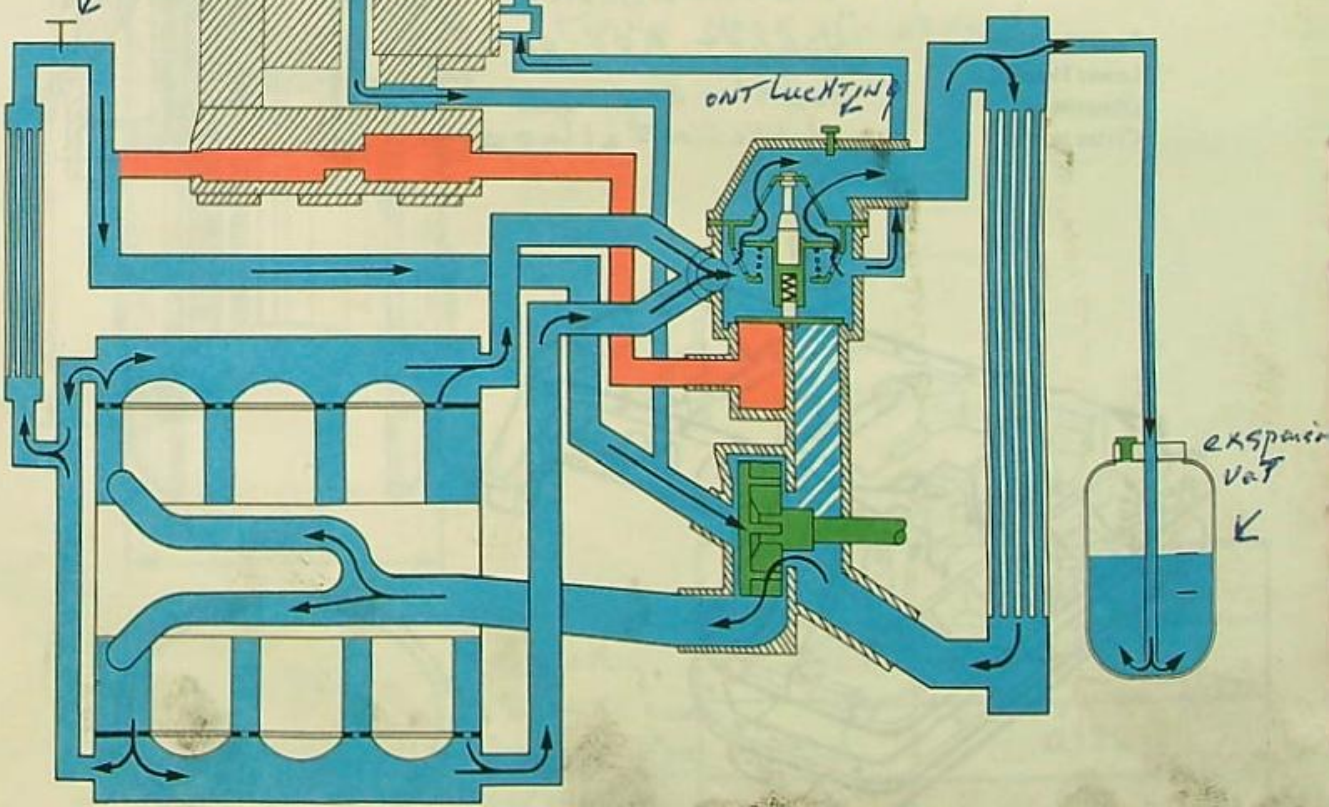
THERMOSTAAT.
NOOIT UIT NEMEN.
BY TE WARME MOTOR.
WARME. MOTOR
BEHALVE SPRUITSTUK.

KACHEL KRAAN

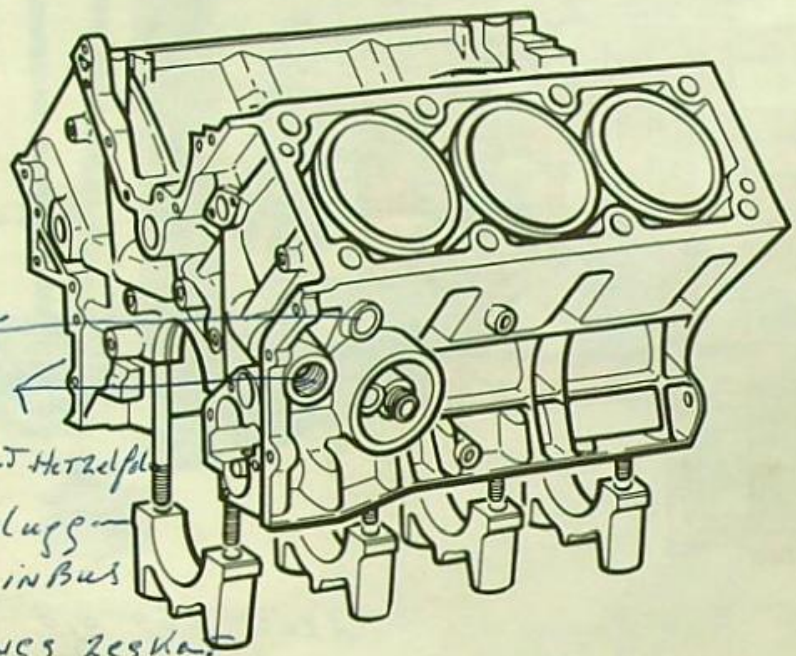
CHOCK

ONTLUCHTING

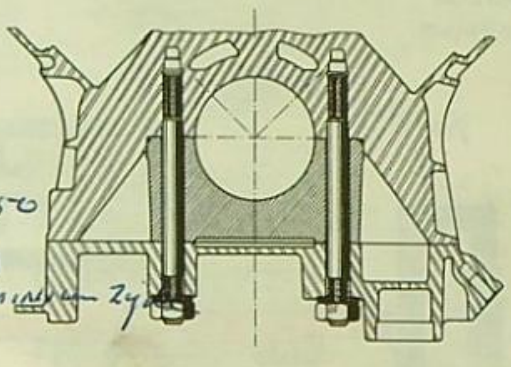
EXSPANSIE VAT

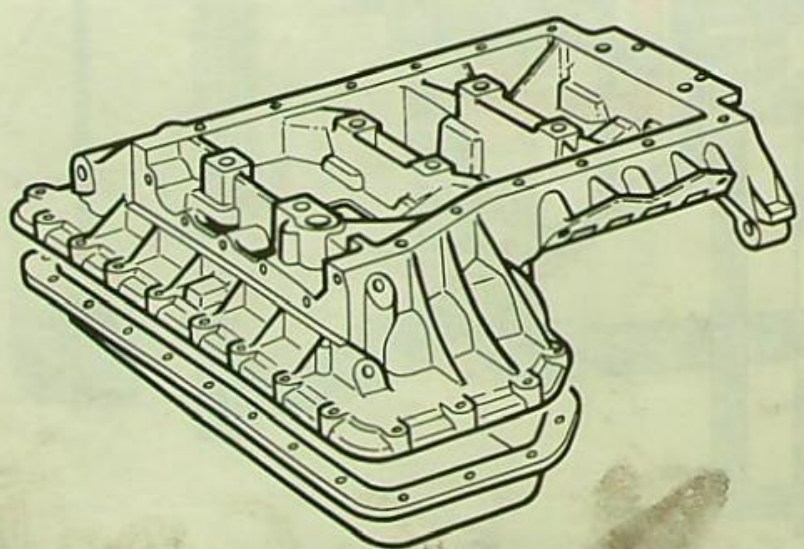


Bloc cylindres
Cylinder block
Zylinderblock
Blocco cilindri



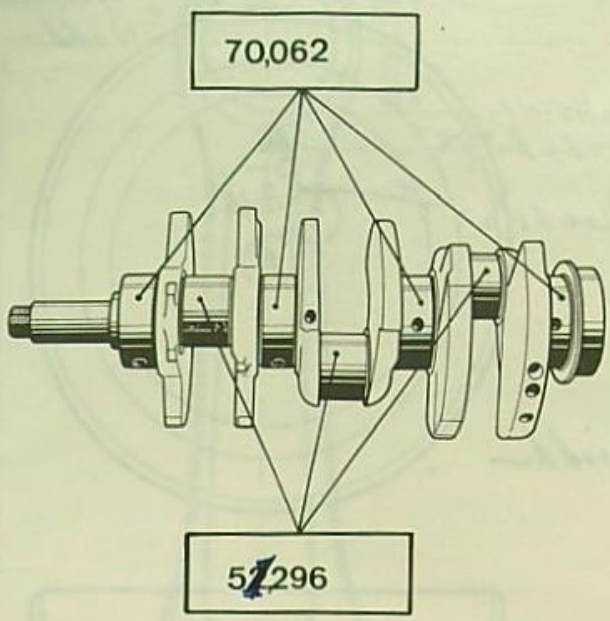
Carter inférieur
Lower Housing
Ölwanne
Carter inferiore



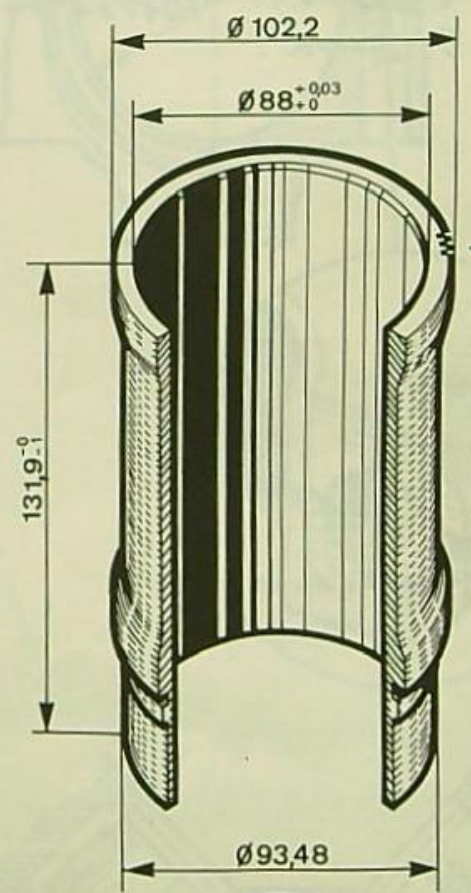


Vilebrequin
Crankshaft
Kurbelwelle
Albero motore

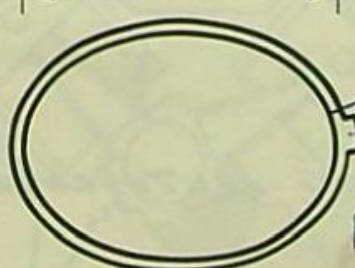
By afstellen gladden boogje.
opletten op Balanceer gewichten.
carburateur + Water pomp demonteren.
Bantje afgelakt teken goed.
Carter by event. Waterpomp vervangen.
Pries as bueje vervallen lager.



Chemises
Liners
Zylinderlaufbüchsen
Camicie



→ Groefring
Cil. Buis 1.2 of 3.
stand naar olie kanaal.

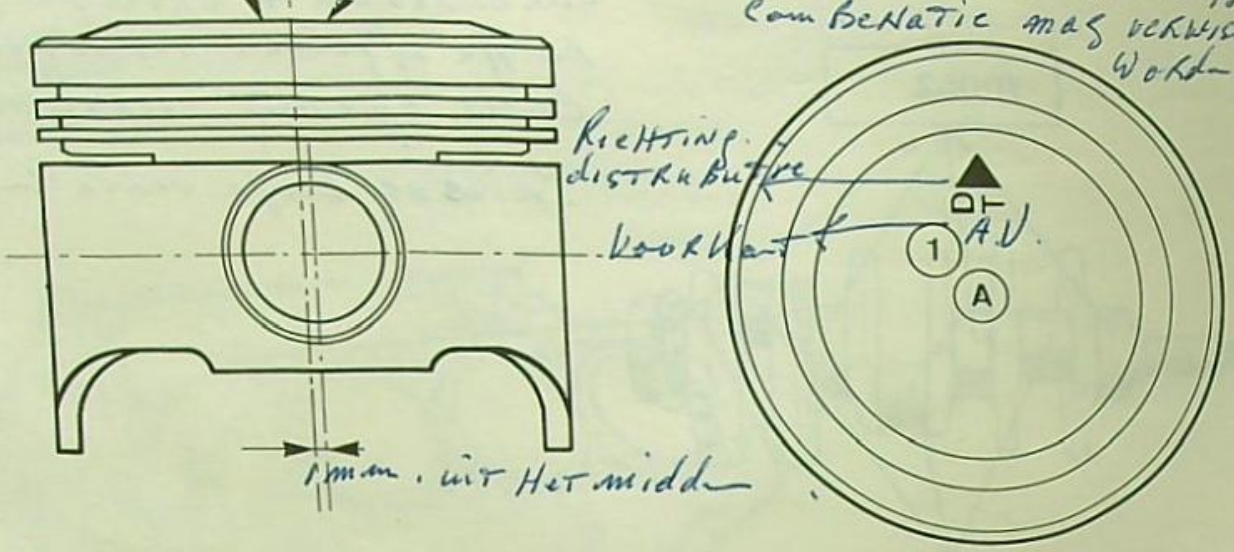


Papier.
Kleur code
voor dikte
Pakking.

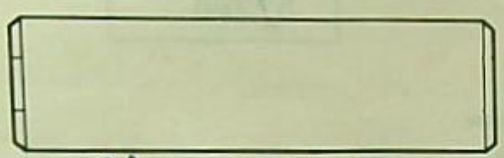
Blauw.	0,087
Wit.	0,102
Rood	0,122
Geel.	0,147

groepering zuiger
groepering zuiger
groepering Pistonpen
1.2.3
ABC

A met Bus met 1 steppje
B met Bus met 2 steppje
C met bus met 3 steppje
combinatie mag verwisseld worden.

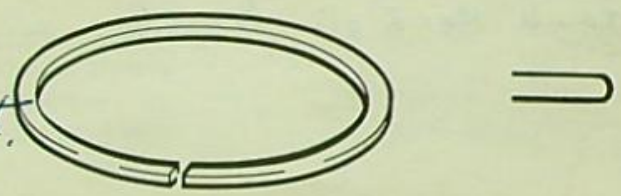


4 mm. uit het midden

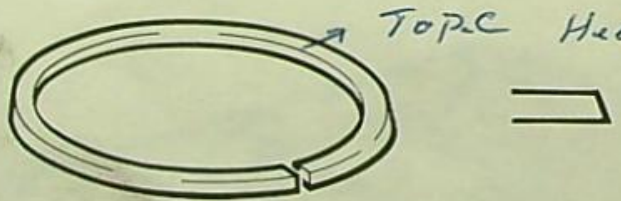


1 Blauw kleur codering
2 wit. Pistonpen
3 rood.

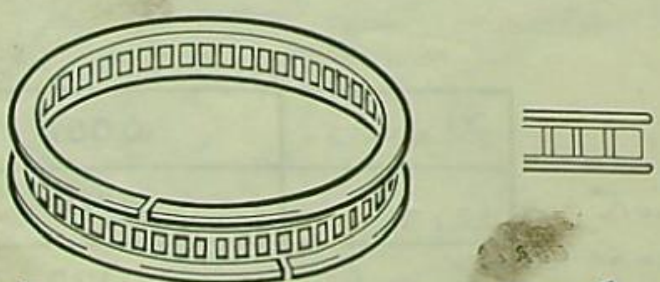
Segments
Rings
Kolbenringe
Segmenti



voord.

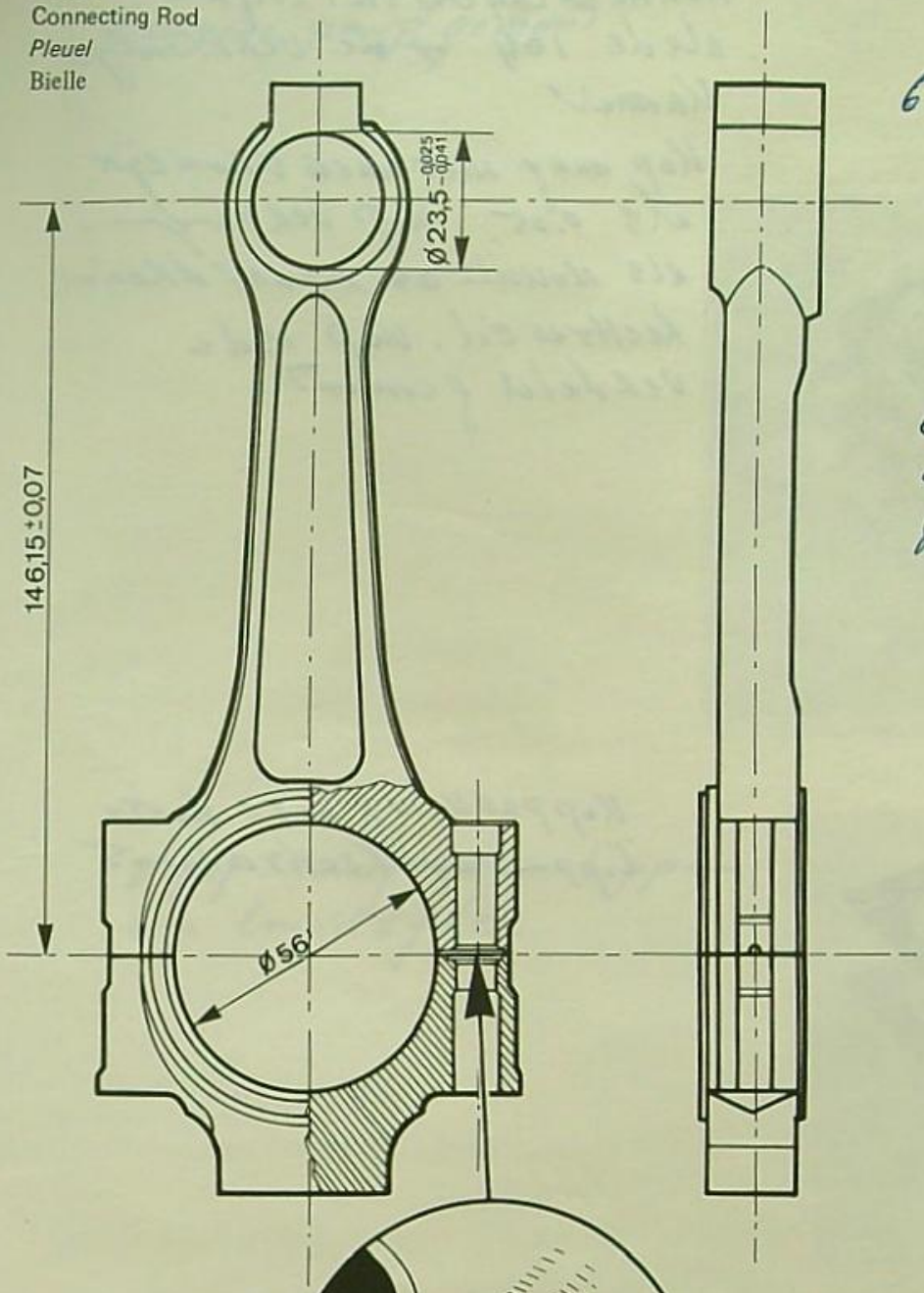


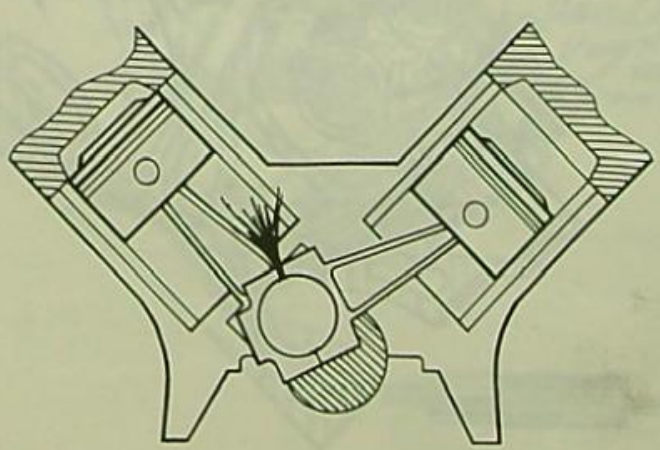
→ TOPC Heel dun gedrukt.



By Tevel olie verbruik By Nieuwe auto ander merk olie gebruiken.

Bielles
Connecting Rod
Pleuel
Bielle





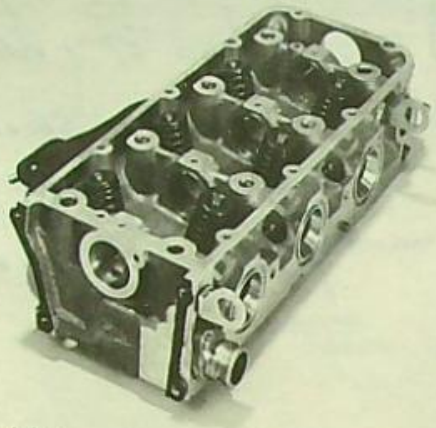
6 dezelfde drijfstangen maak NIET symetrisch
smalle kant van de drijfstang — liggen tegen elkaar op 1 krukas tap
drijfstang smeert Cilinder van de andere drijfstang op dezelfde tap
gaat ies altijd naar boven

COTE DROIT
RIGHT SIDE
RECHTS
LATO DESTRO

verschillende Kopp.
Nokkenas lagers Het zelfde
als de 104 + de verbrandings
kamer

Kop mag niet meer krom zijn
als 0.05. Kop vervangen
als Nokken as zo aan draaid
rechter cil. Kop is de
verdeler gemont.

Culasse
Cylinderhead
Zylinderkopf
Testata

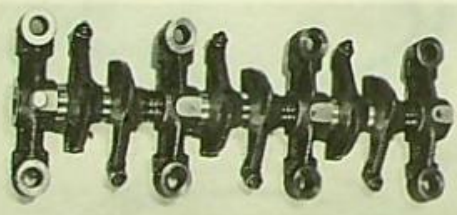


Joint
Gasket
Dichtung
Guarnizione

Koppakking met korte
lipp aan rechter kant

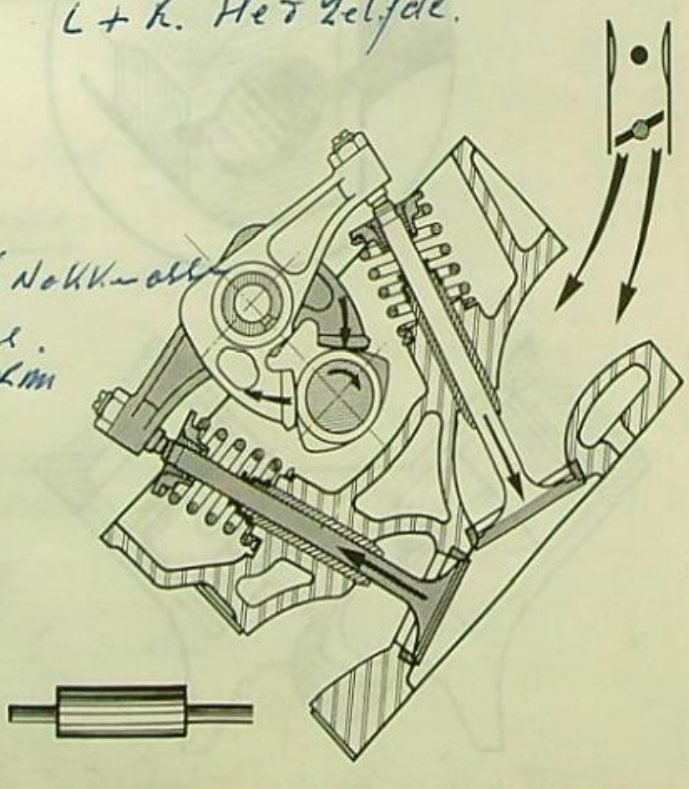
Rampe
Rocker shaft
Kipphebelwelle
Castello

Tuimelaar as Koep
L + R. Het zelfde.



Arbre à cames
Camshaft
Nockenwelle
Albero a camme

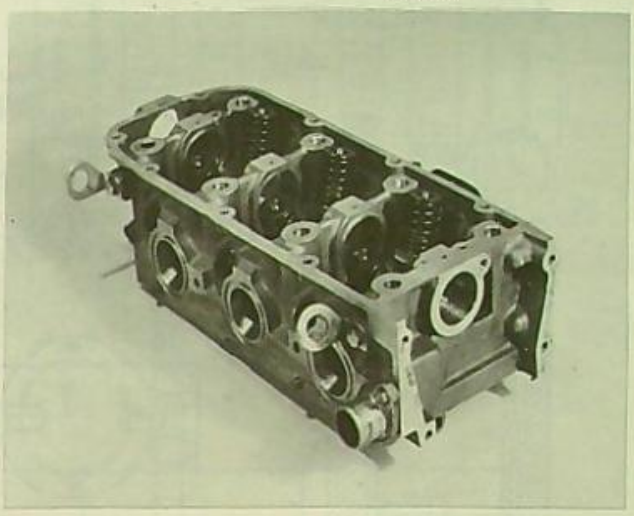
2 verschillende Nokken as
rechter Nokken as
met gandrij voor
verdeler



Linker cil kop
Benzine pomp gemont.

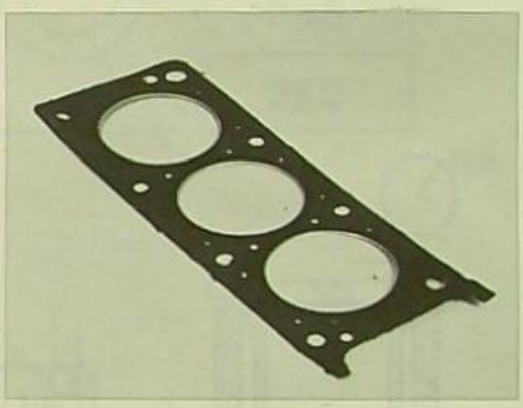
COTE GAUCHE
LEFT SIDE
LINKS
LATO SINISTRO

Culasse
Cylinderhead
Zylinderkopf
Testata



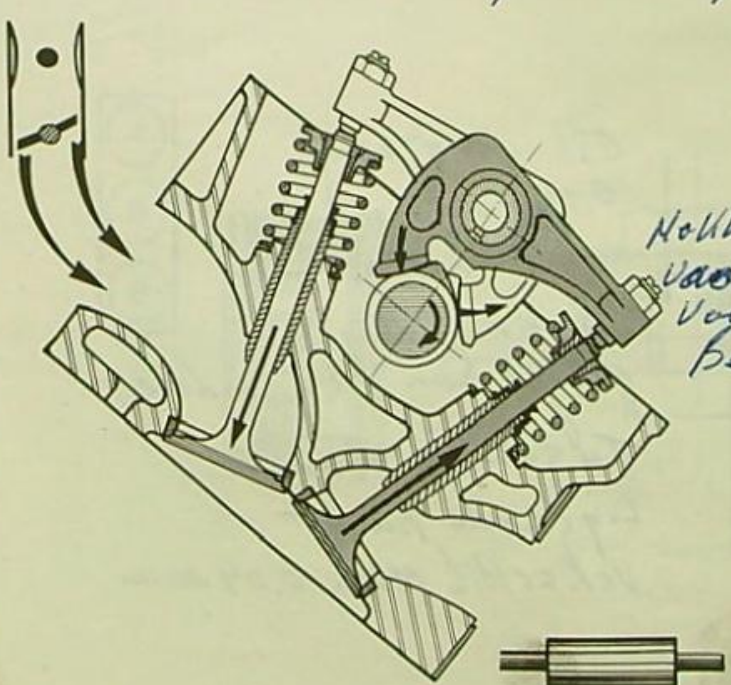
Joint
Gasket
Dichtung
Guarnizione

Koppakking zkote Leppen
aan linkerzijde.



Rampe
Rocker shaft
Kipphebelwelle
Castello

Nokken bij elkaar omdat
de kleppen 180° gedraaid zijn.

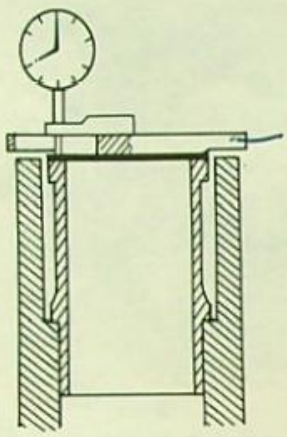


Nokken aan linkerzijde
voorzien met excentriek
voor aandrijving
benzine pomp.

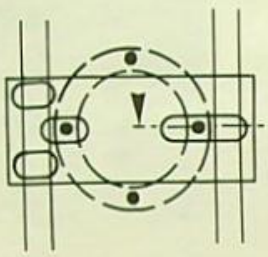
Arbre à cames
Camshaft
Nockenwelle
Albero a camme

afstellen cil. Buss
Hetzelfde als 104.

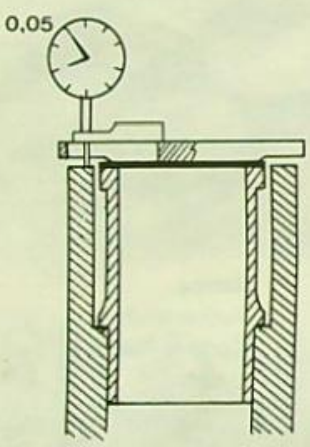
Dépassement de chemises
Liner overhang
Zylinderlaufbüchsenüberstand
Sporgenza delle camicie

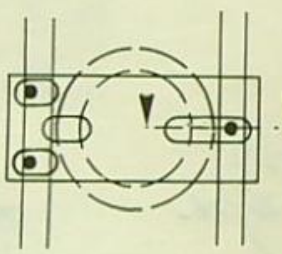


steun plaat.

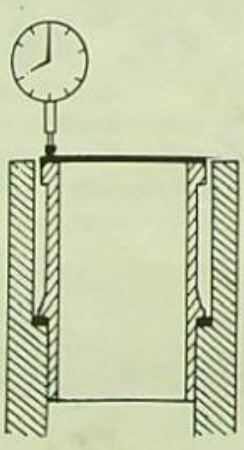


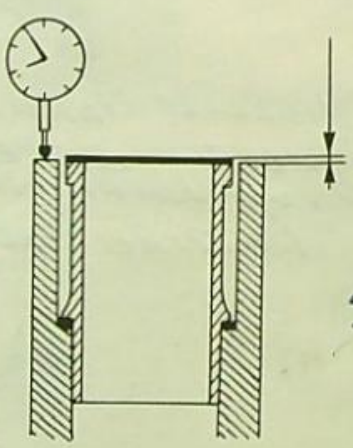
42 met
0,02 mm verschil max.
Is er verschil
Vuil onder plaat.





Ver plaats Naar
Blok.
met op 3 plaats
0,05 mm max.
Is er verschil
Vuil onder in.

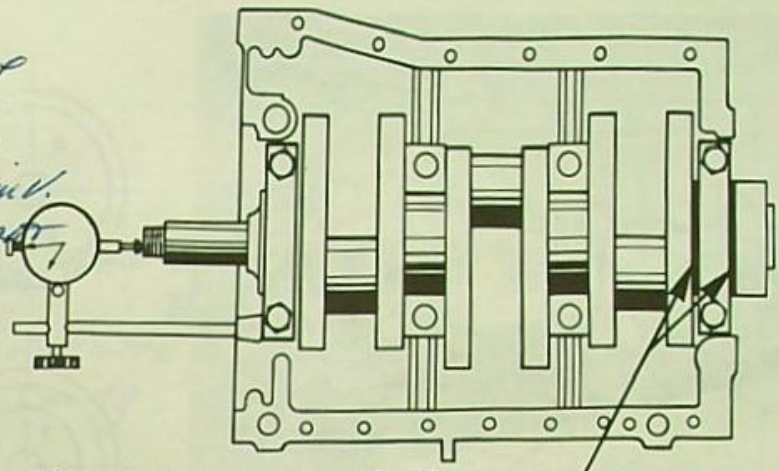




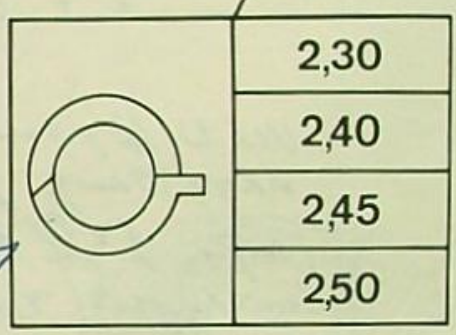
Cil uitsteek
0,16 - 0,23 mm
Nooit er Boven.
1 pakking
gelijk aan alle andere.
Tuss 2 elkaar
Liggende Bussen
verschil max 0.04 mm

Lateral vilebrequin
Crank shaft lateral play
Kurbelwellenlängsspiel
Gioco longitudinale dell'albero motore

axiale speling
0,05 - 0,25 mm.
Voor meting gebruik
maken van dial plaatje
aan H. Kopp. Stukje

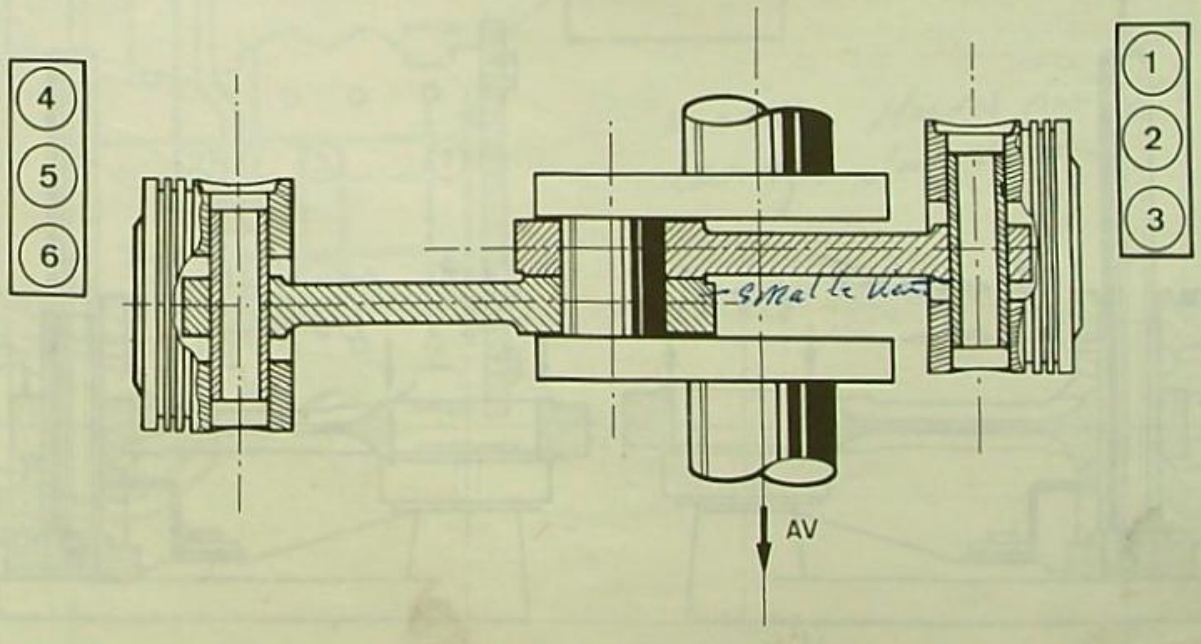


by vertlopen van krukas 204-804.
Bosch en Kooiman
Rivierse bedrijf
Via Nefkens.



onderscheiding
met lip.

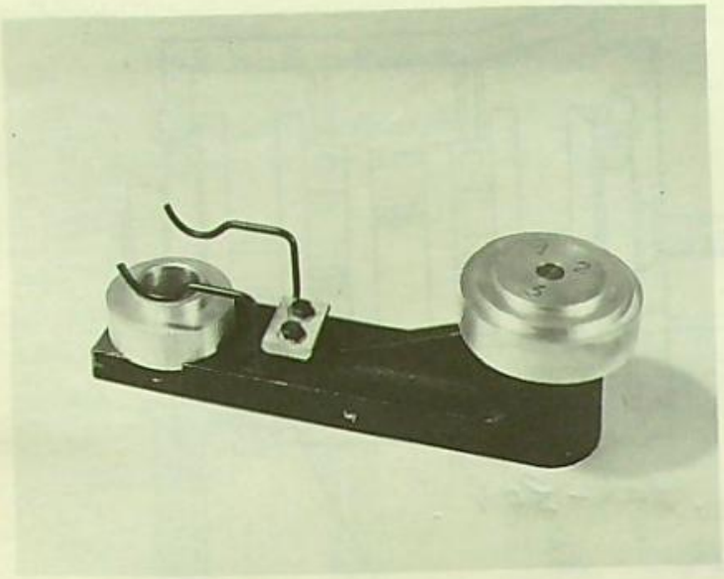
Montage bielles-pistons
Connecting rods-pistons fitting
Montage Pleuel-Kolben
Montaggio bielle-pistoni

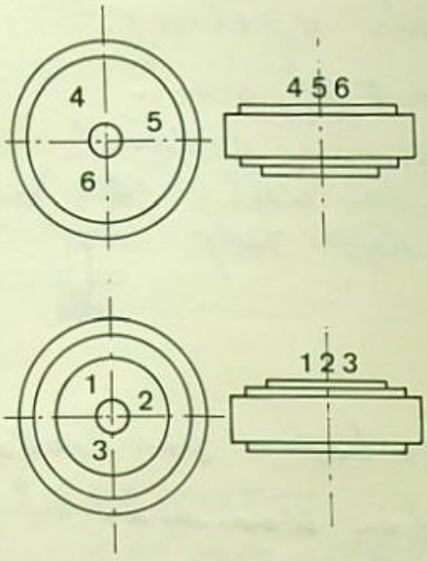


18

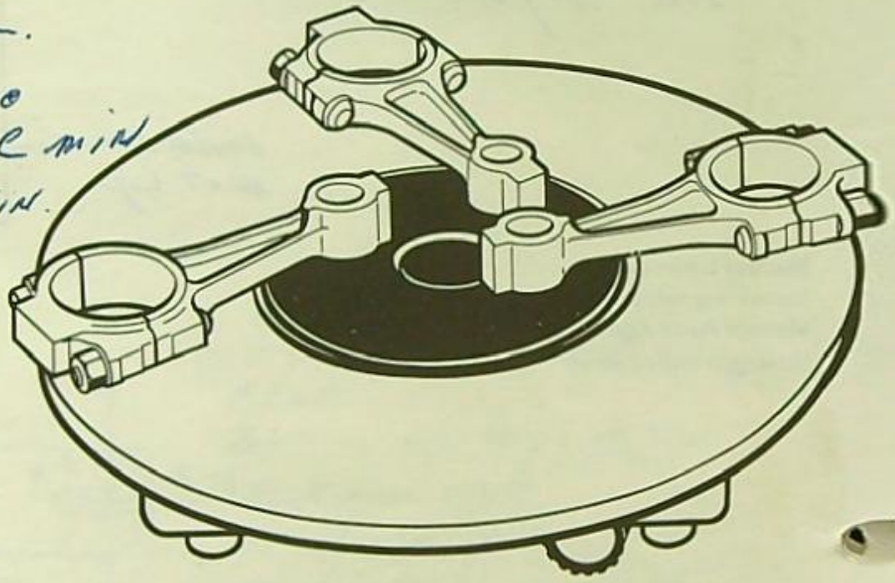
Montage bielle-piston
Connecting rod-piston fitting
Montage Pleuel-Kolben
Montaggio biella-pistone

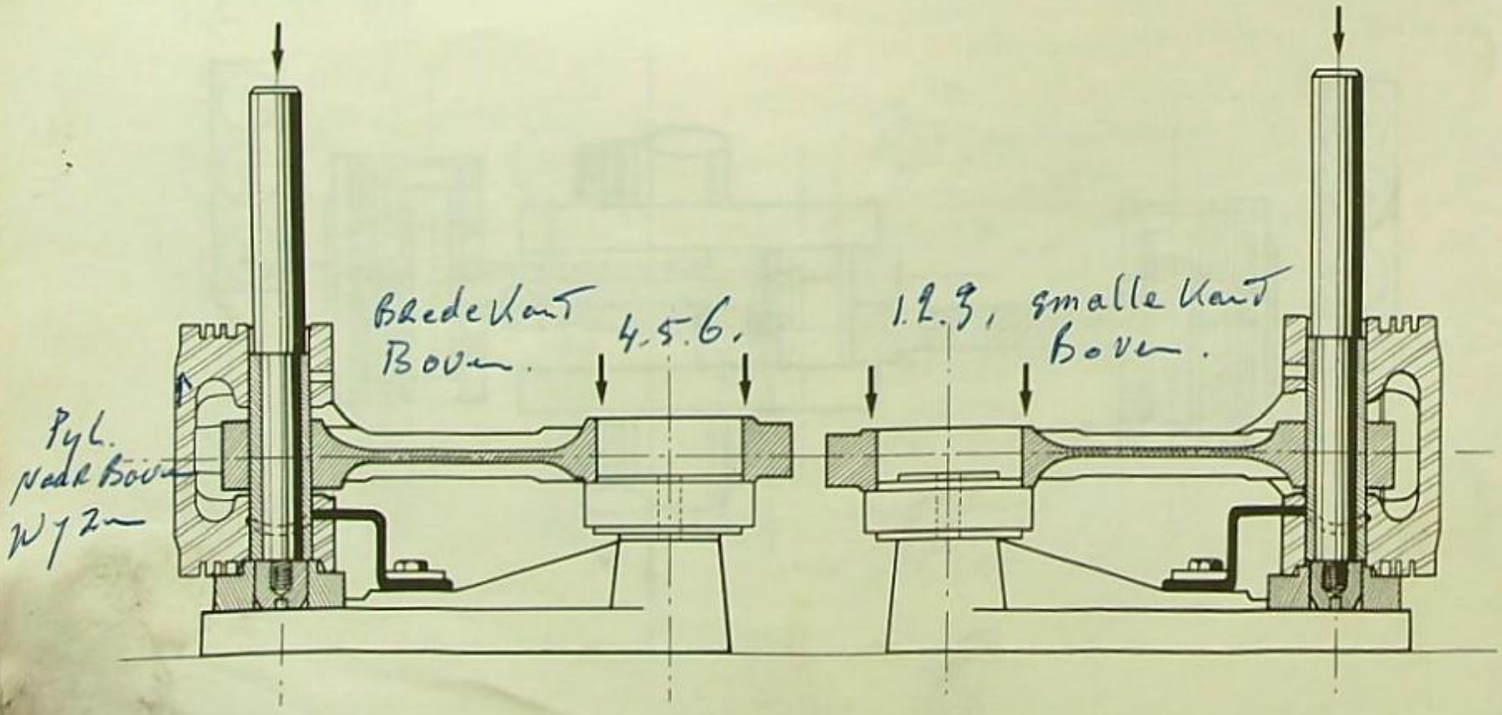
met persen van pen
druk niet Hoger dan 3,5 Ton.





Verk W. koppen.
drijfstangs.
Temp- 232. C min
Contr. met. TIN.

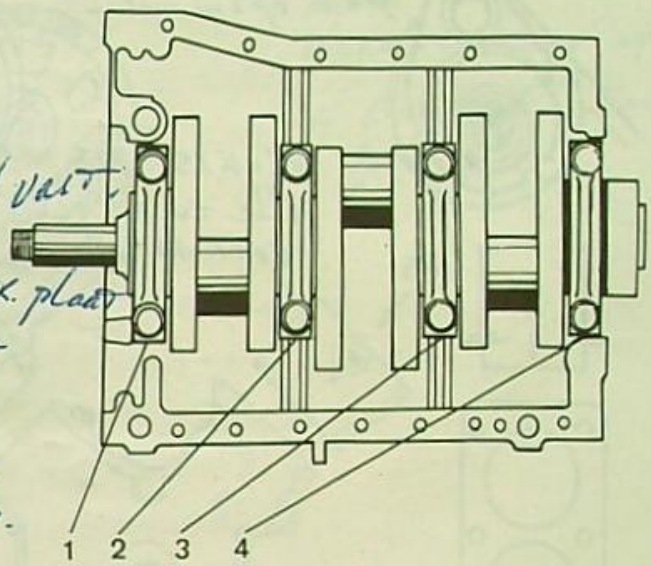




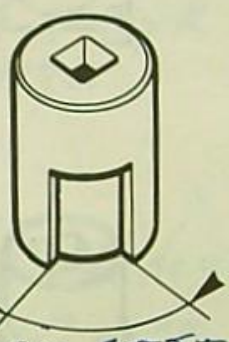
Chapeaux de paliers
Bearing shells
Lagerdeckel
Cappelli dei supporti di banco

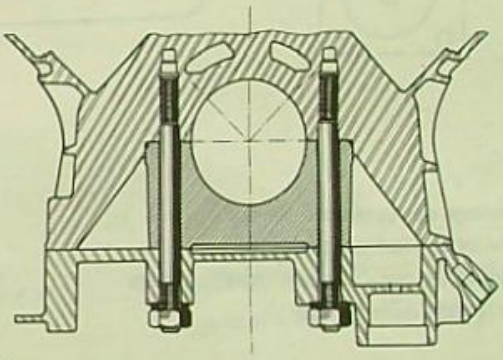
aan Hpal koppel
dkij stang bouten.
4,5 mkg.

moeren onderCarter Hand vast
Carter centreren met centr. plaat
plaat vast zetten 0,5 mkg.
moeren vast zetten
onder carter 3. mkg.
daarna + bus. aandraai-
3 mm. boutjes 1,75 mkg.

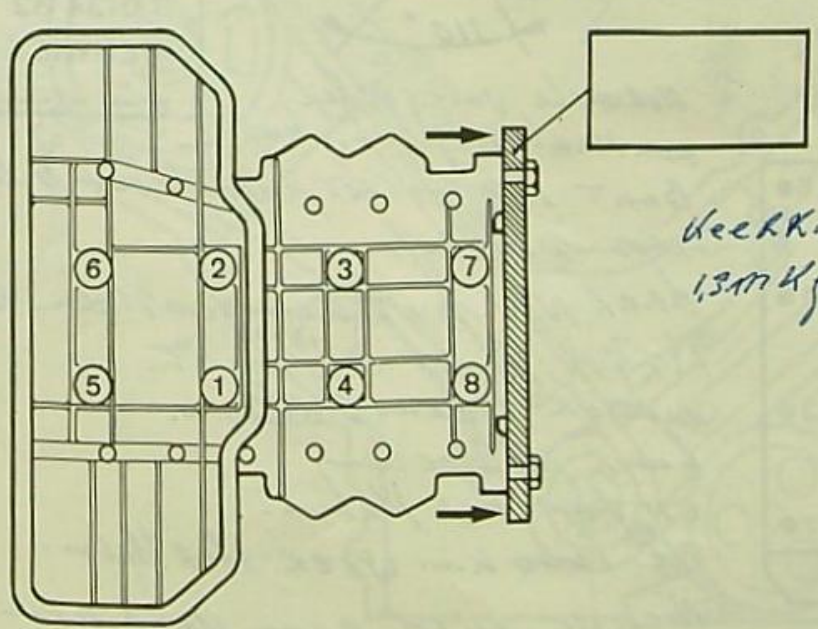


Serrage carter inférieur
Lower housing tightening
Anziehen der Ölwanne
Serraggio carter inferiore





steepje zetten. op Blauw.
dan verder draaien.

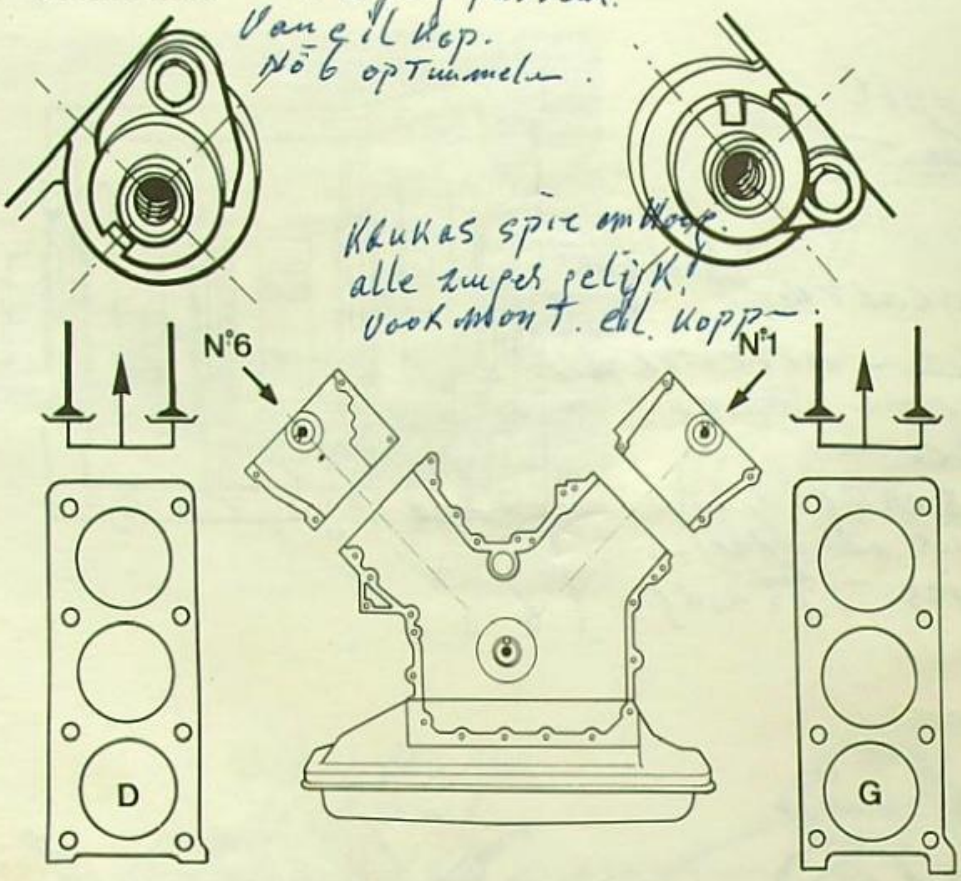


Deckking Houder boutjes.
1,3 mkg. vast zetten.

Montage des culasses
Fitting of cylinder heads
Zylinderköpfemontage
Montaggio delle testate

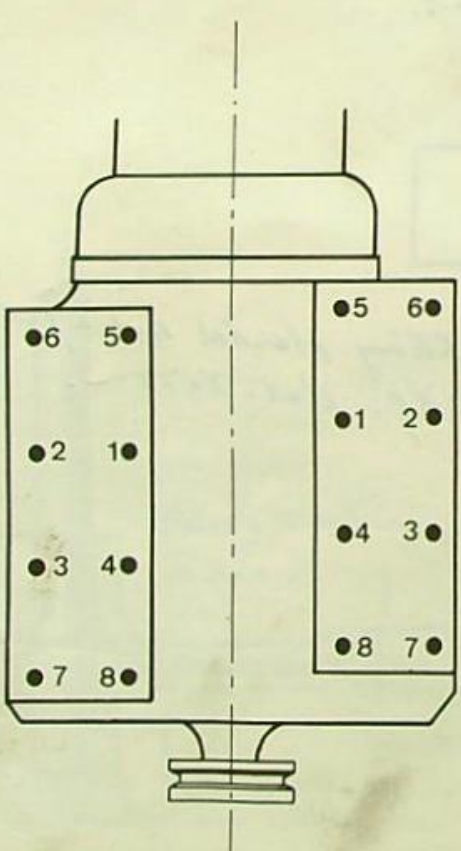
Nokken as uitspaking om hoog - N°1 op Tuimelaar 8

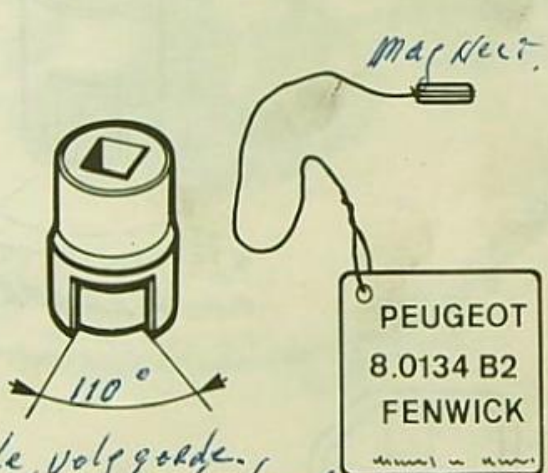
uitspaking - even wijde pasvlak. Vanuit kop. N°6 op Tuimelaar.



Krukas spie om hoog. alle tuimelaars gelijk! voor montage cil. koppen.

Serrage des culasses
Cylinder head tightening
Anziehen der Zylinderköpfeschrauben
Serraggio delle testate



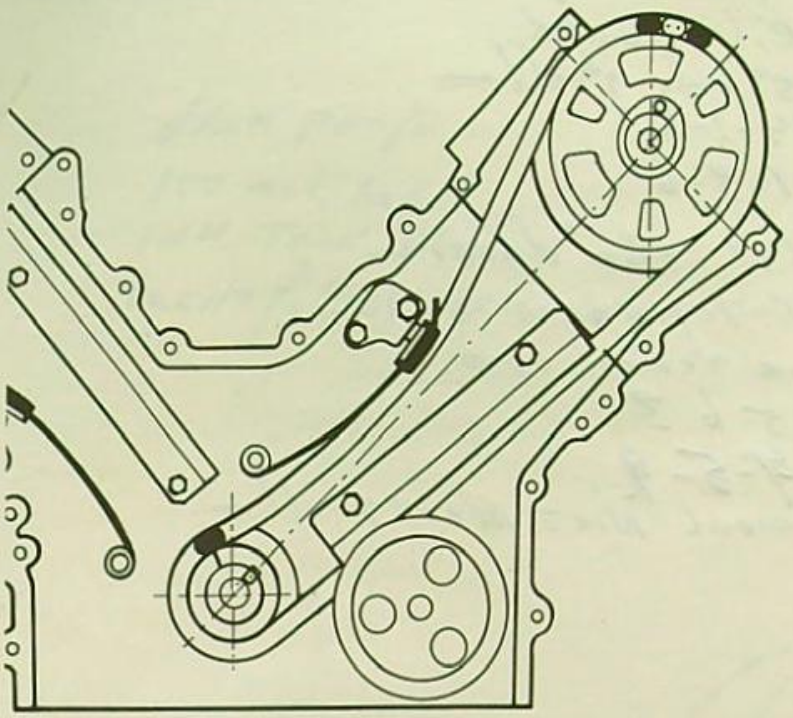


Magneet.

Normale volgorde. aanHaal koppel. 6 mkg. Bout 1 Opgelost en dan aanHalen met 2 mkg. daarNa met dop aanHalen 110° altijd Bout NR Bout. motor Tegendraaien bouten af Moeten en dan Herhalen. Na 1000 km weer Herhalen. Nieuwe auto geen kopbouten NaTrekken. aanH. koppel 10 4. 6. mkg. 1000 km

By 504 INT. L. kop-
eff. 2 optadw

Krukas spie
Nokkenastandwiel ø
merk ketting.
Nokkenas merk Tek
Tyss 2 schakelmet
merk
Krukas Tekk op schakel
IN Bus Bout. Tandwiel
4.5 mkg.

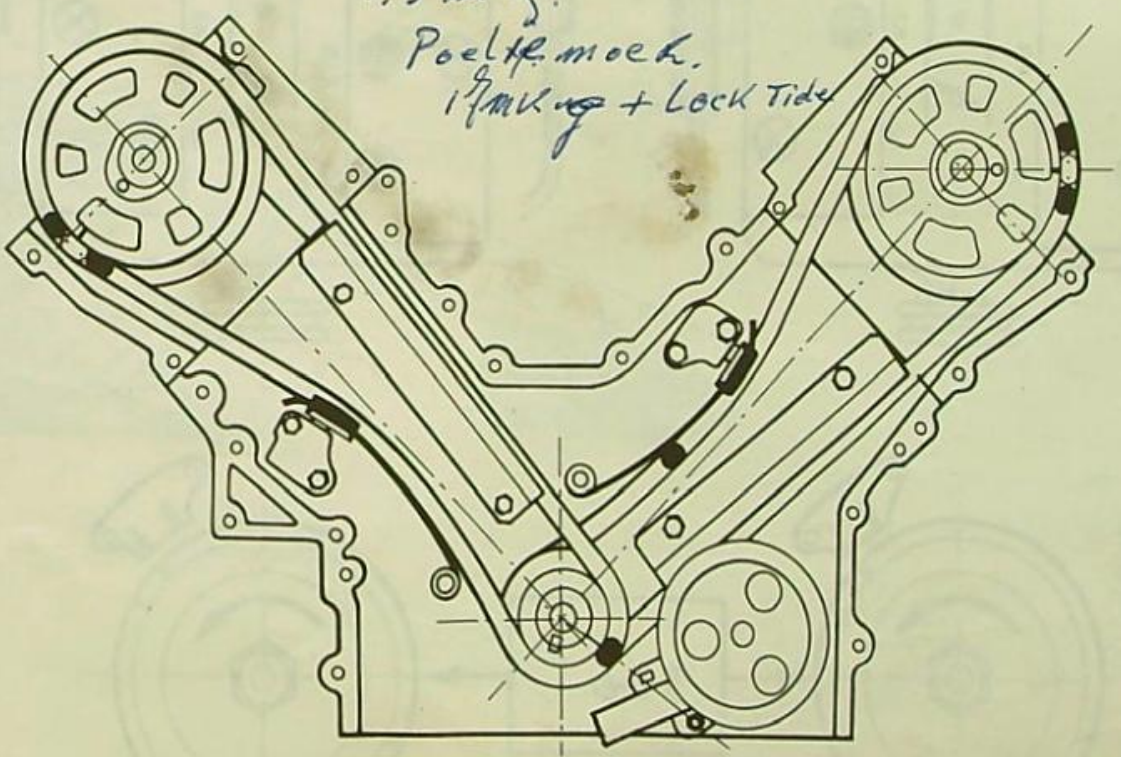


Ketting L+K. gelijk.
Tandwielen gelijk

L. kop Voorste ketting.

merk Tekk Krukas
onderste bantje di

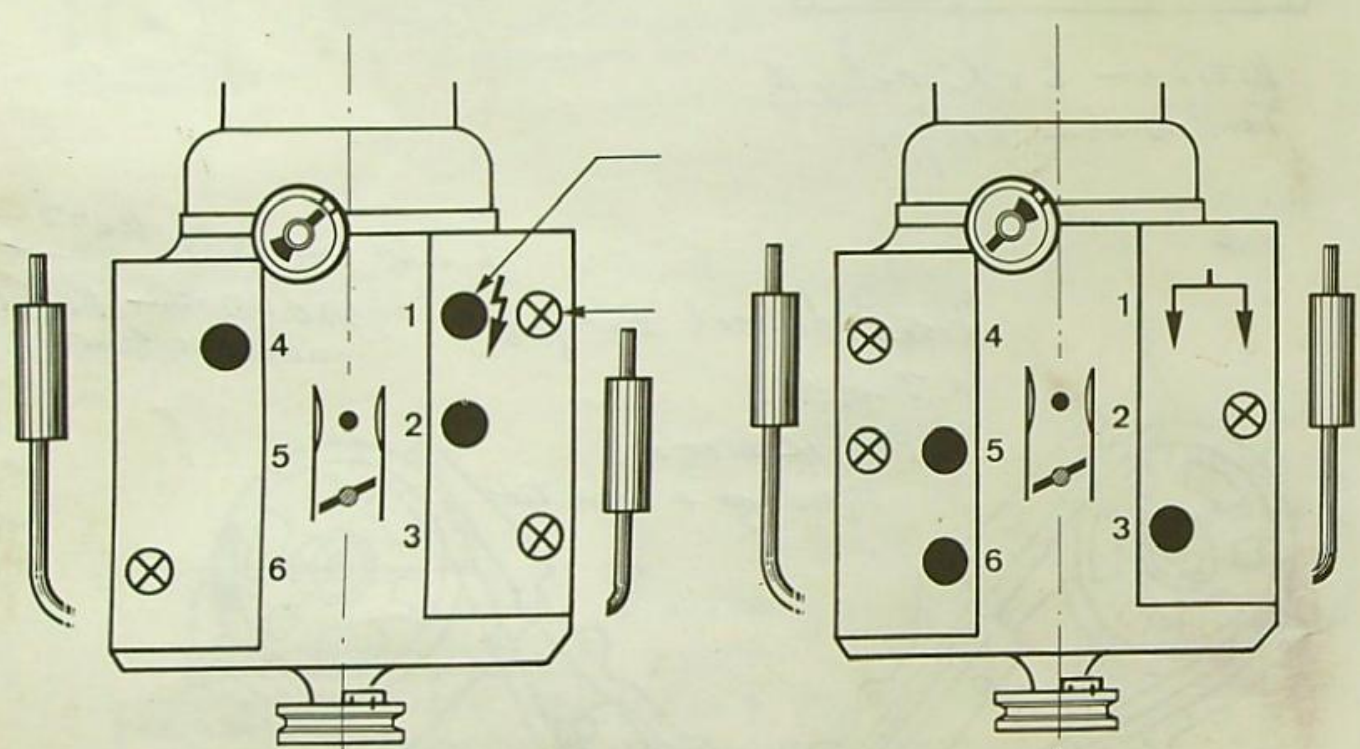
disk. deksel Bantjes.
1.3 mkg.
Poelje moer.
1 mkg + Lock Tide

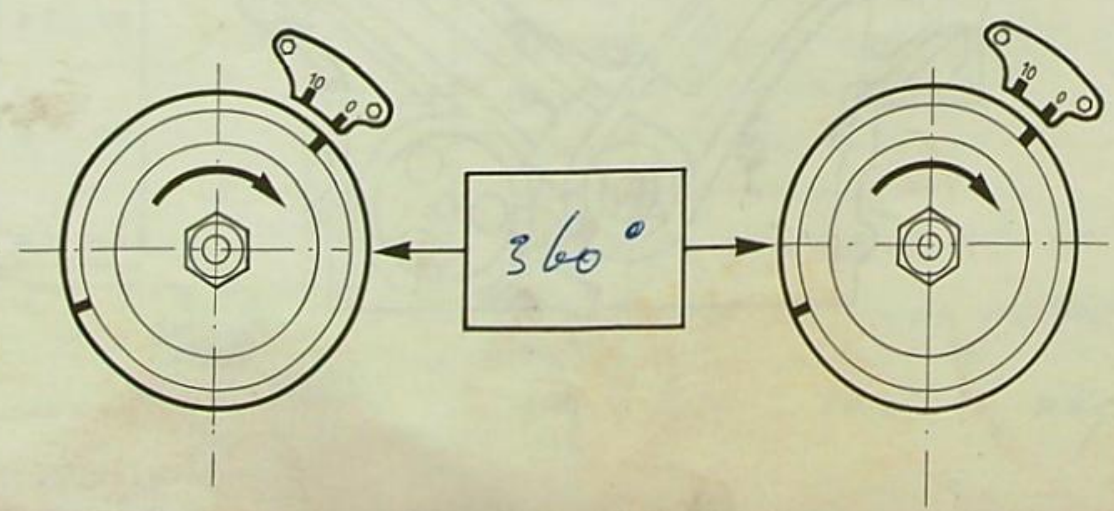


Réglage des culbuteurs
Rocker adjustment
Einstellen der Ventile
Registrazione dei bilanceri

Klepp- stell- met Hande motor
Verd. kap ook w.
Motor op merk tekn Huis
Tekn poelie op. O.
1ste cil. Compr.
deze stand. stellen.
spel 0,10 INL. 4-1-2
0,25 UITL 1-3-6.

Krukas 360° draaien
Rotor tegenover tekn
Poelie tekn op O.
INL 5 6 3
UITL ~~4-5-2~~
Normaal Niet meer stellen.





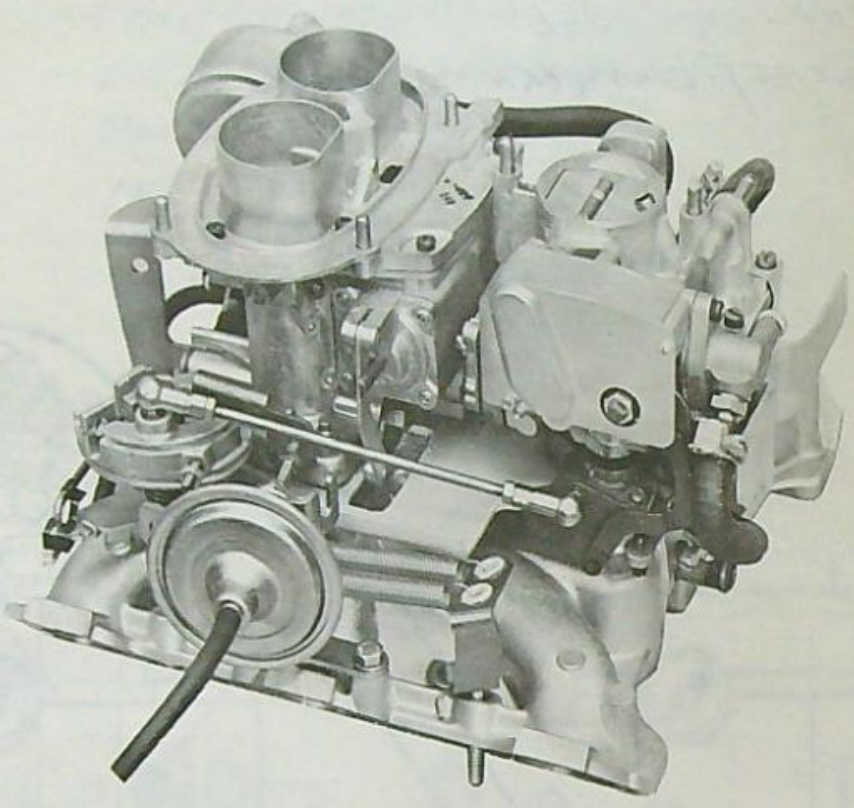
ALIMENTATION ESSENCE
PETROL FUEL LINES
KRAFTSTOFFÖRDERUNG
ALIMENTAZIONE BENZINA

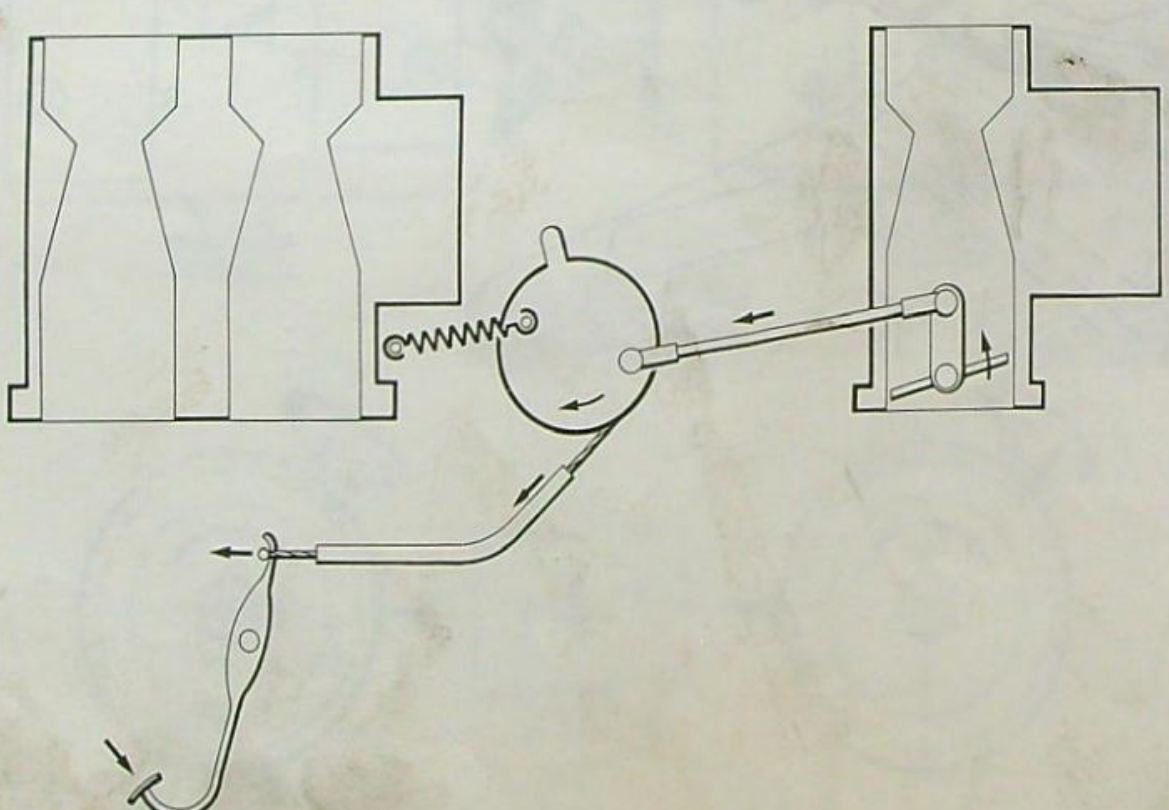
druck pomp.
250 mL. BAR
INH. Tank 24L.
Luchtfilter OCRN 20000Km.

op de ENKele Carb B30 Chrysler

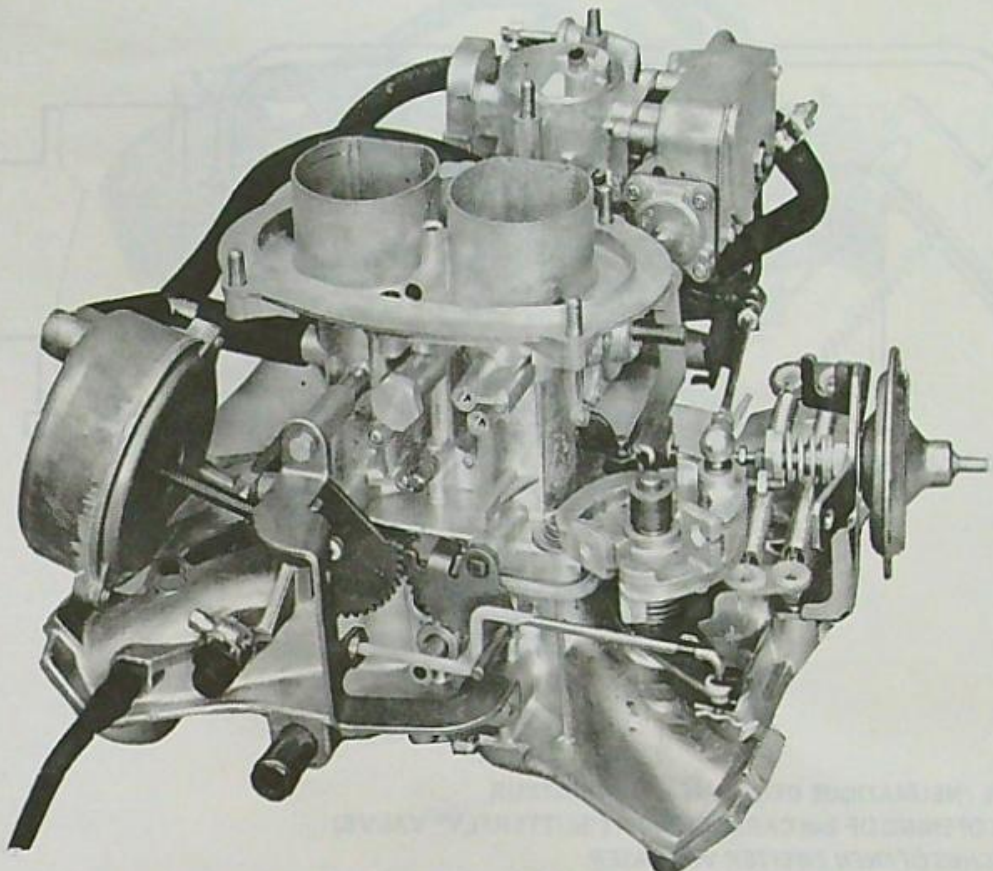
COMMANDES CARBURATEURS
CARBURETTOR CONTROL LINKAGE
VERGASERBETÄTIGUNGEN
COMANDI CARBURATORI

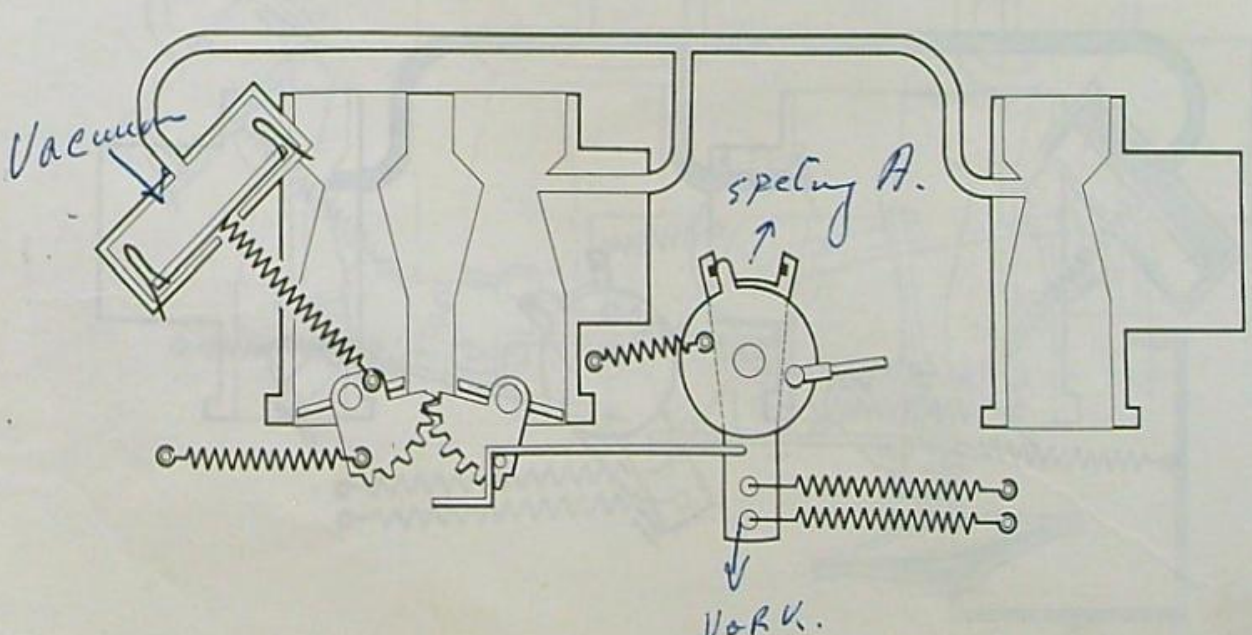
Commande premier carburateur
First carburettor control linkage
Betätigung erster Vergaser
Comando primo carburatore





COMMANDE DEUXIEME CARBURATEUR
SECOND CARBURETTOR CONTROL LINKAGE
BETÄTIGUNG ZWEITER VERGASER
COMANDO SECONDO CARBURATORE

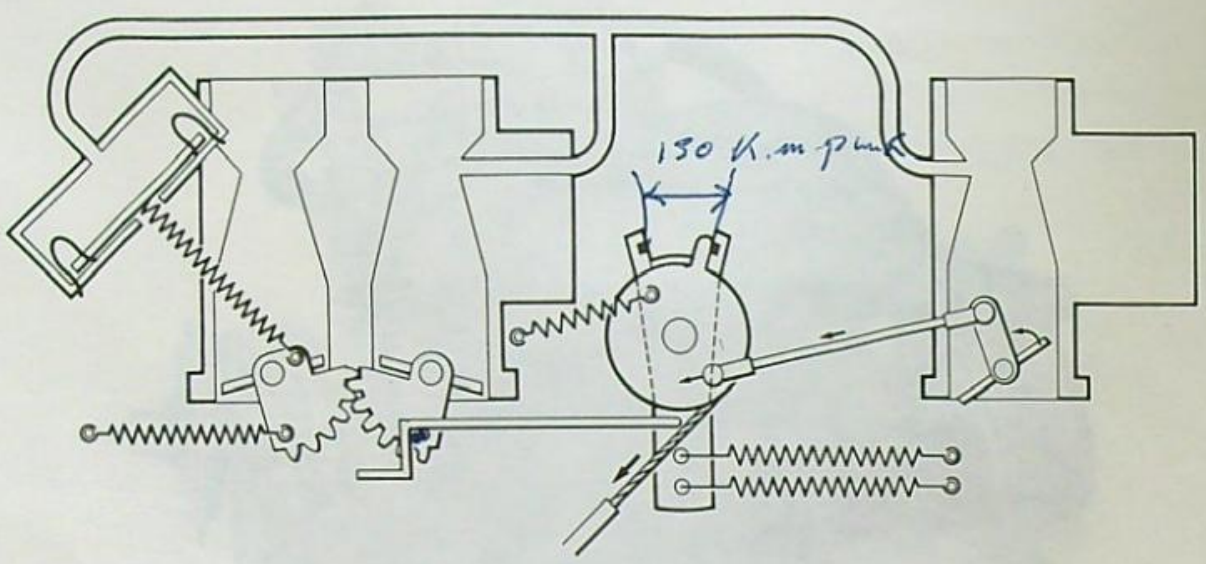




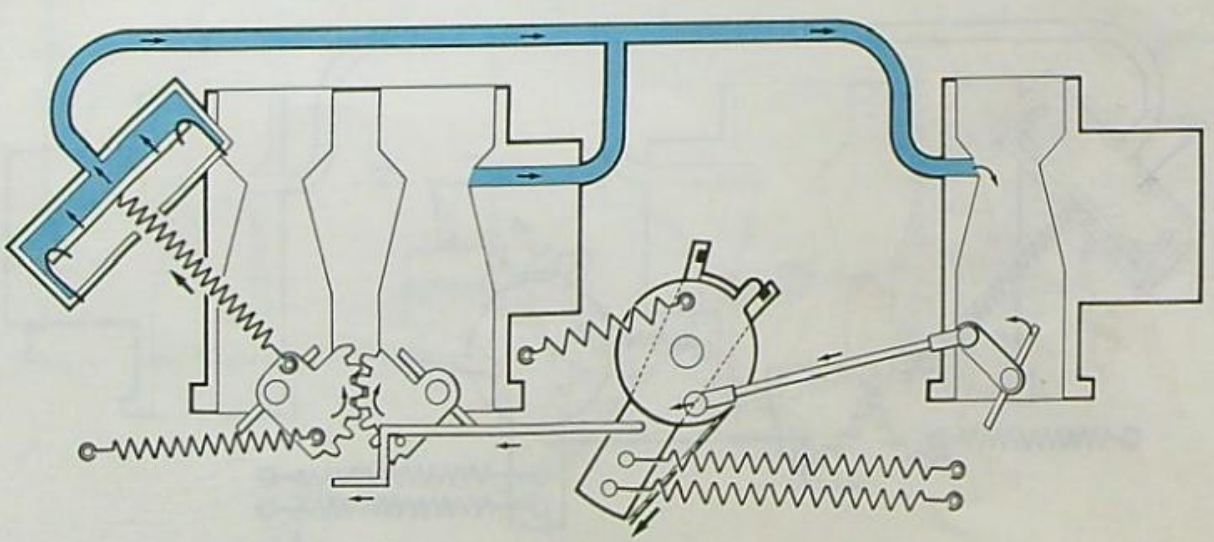
26

OUVERTURE MECANIQUE PREMIER CARBURATEUR
MECHANICAL OPENING OF 1st CARBURETTOR ("BUTTERFLY" VALVE)
MECHANISCHES OFFNEN ERSTER VERGASER
APERTURA MECCANICA PRIMO CARBURATORE

Vacuum op 2 carb..

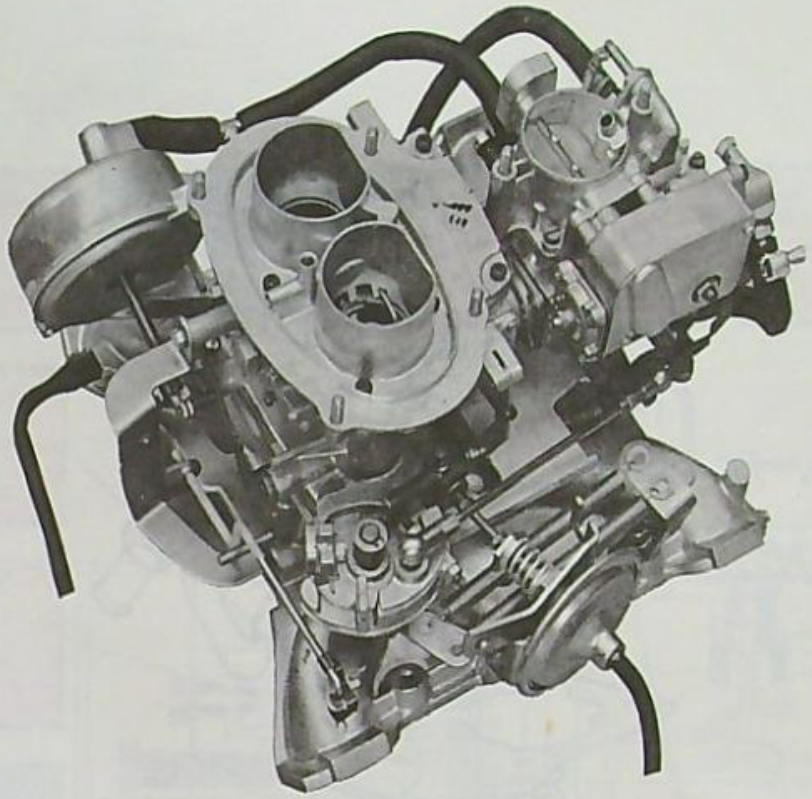


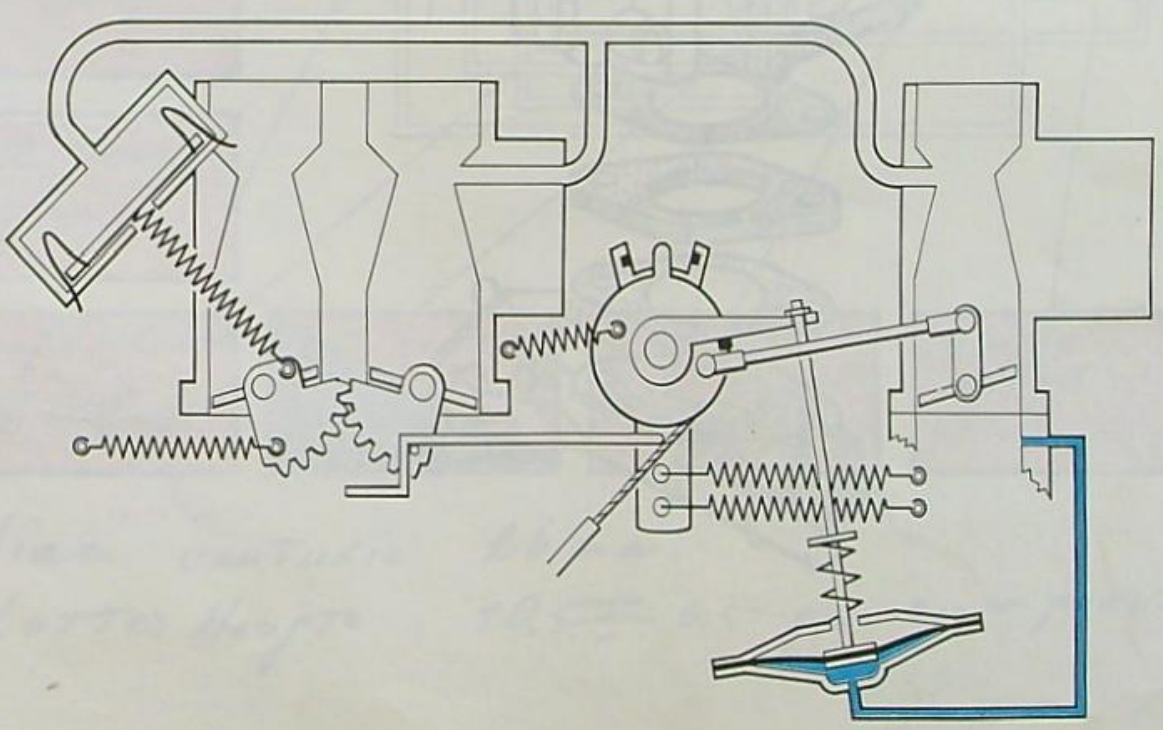
OUVERTURE PNEUMATIQUE DEUXIEME CARBURATEUR
PNEUMATIC OPENING OF 2nd CARBURETTOR ("BUTTERFLY" VALVE)
PNEUMATISCHES ÖFFNEN ZWEITER VERGASER
APERTURA PNEUMATICA SECONDO CARBURATORE



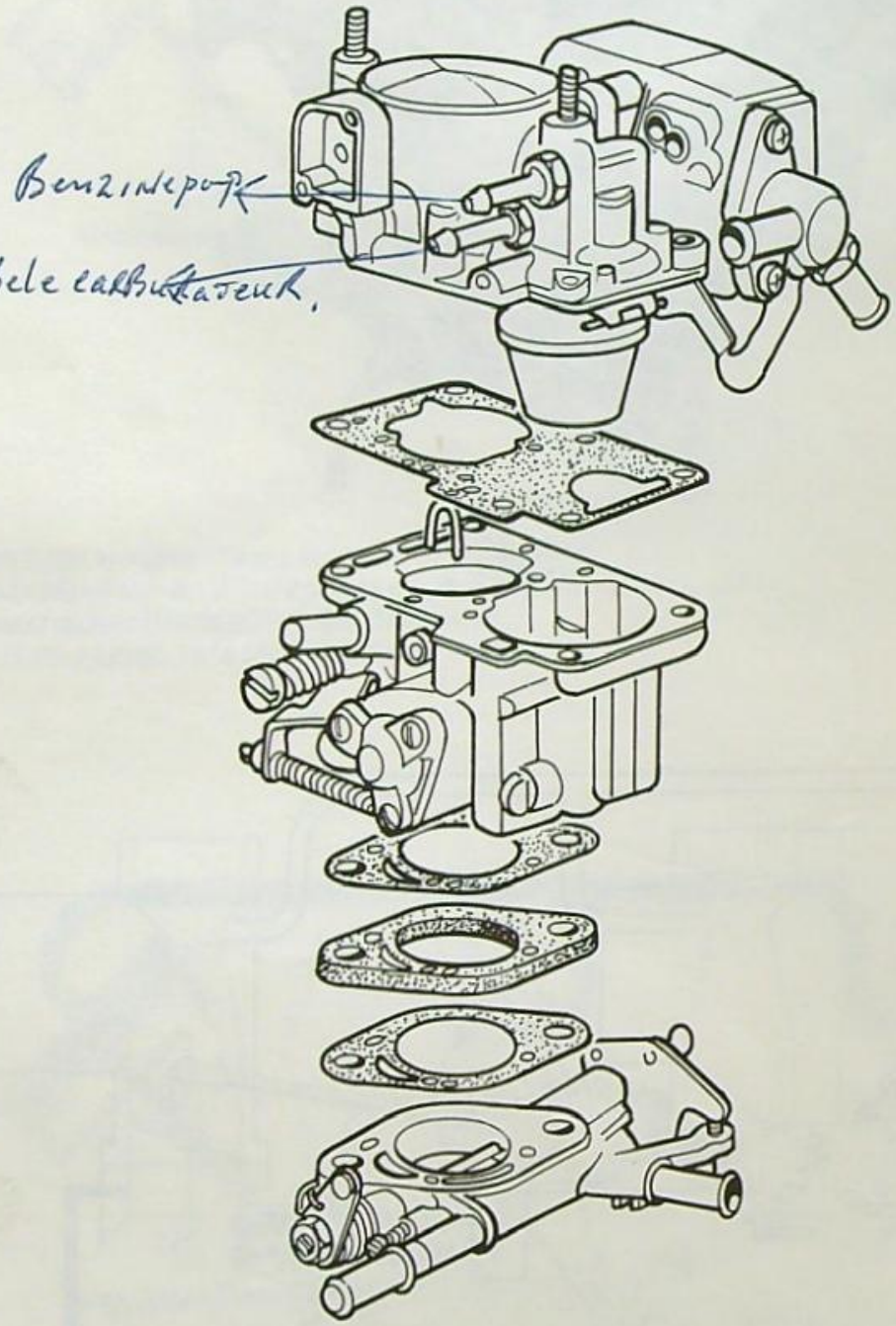
allen 96. type 24.

DASH-POT
DASH-POT
DASHPOT
DASH-POT



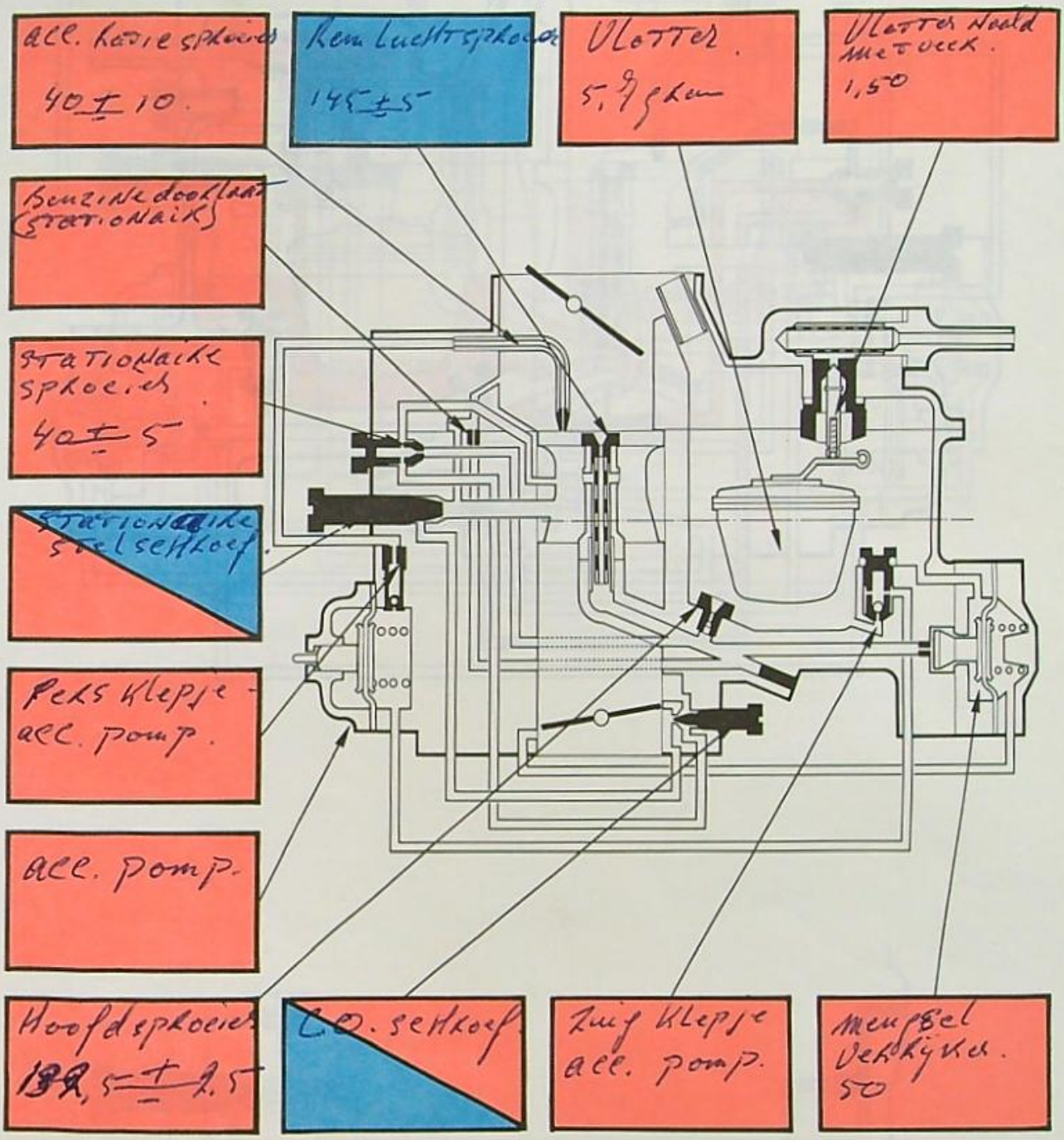


SOLEX 34 TBIA
CONSTRUCTION OF THE SOLEX 34 TBIA
SOLEX 34 TBIA AUFBAU
SOLEX 34 TBIA COMPOSIZIONE



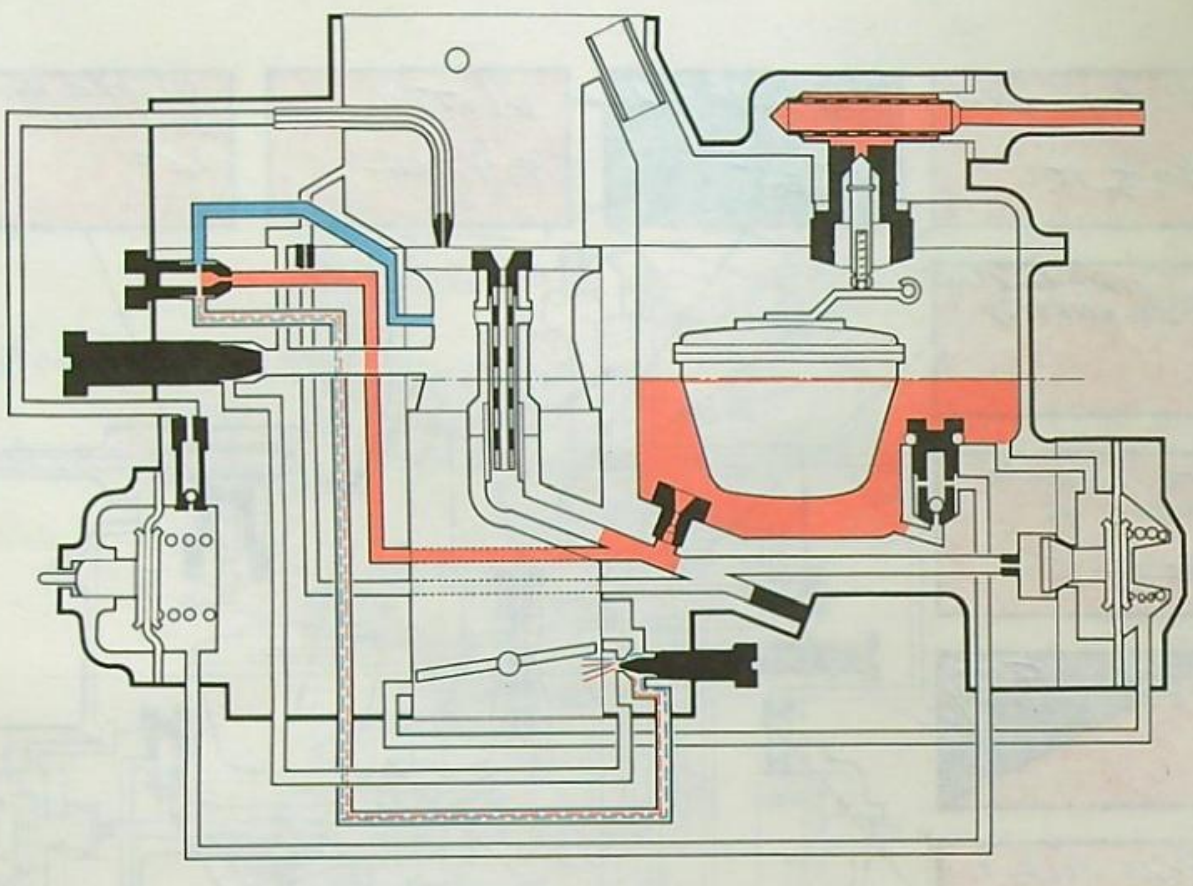
504 type carb. 504 1ste type 96. tot 1 mei 1975.
962 604 2de type 96-1 29.
Nieuwe type 96-1 - Hulp venturie.

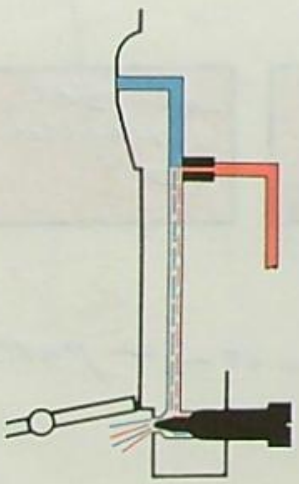
Identification du carburateur 34 TBIA
34 TBIA carburettor identification
Identifizierung des Vergasers 34 TBIA
Identificazione del carburatore 34 TBIA



diam. Venturie 26 mm.
Vlotter Hoogte 20,5 ± 0,5 gemeten met pakking.

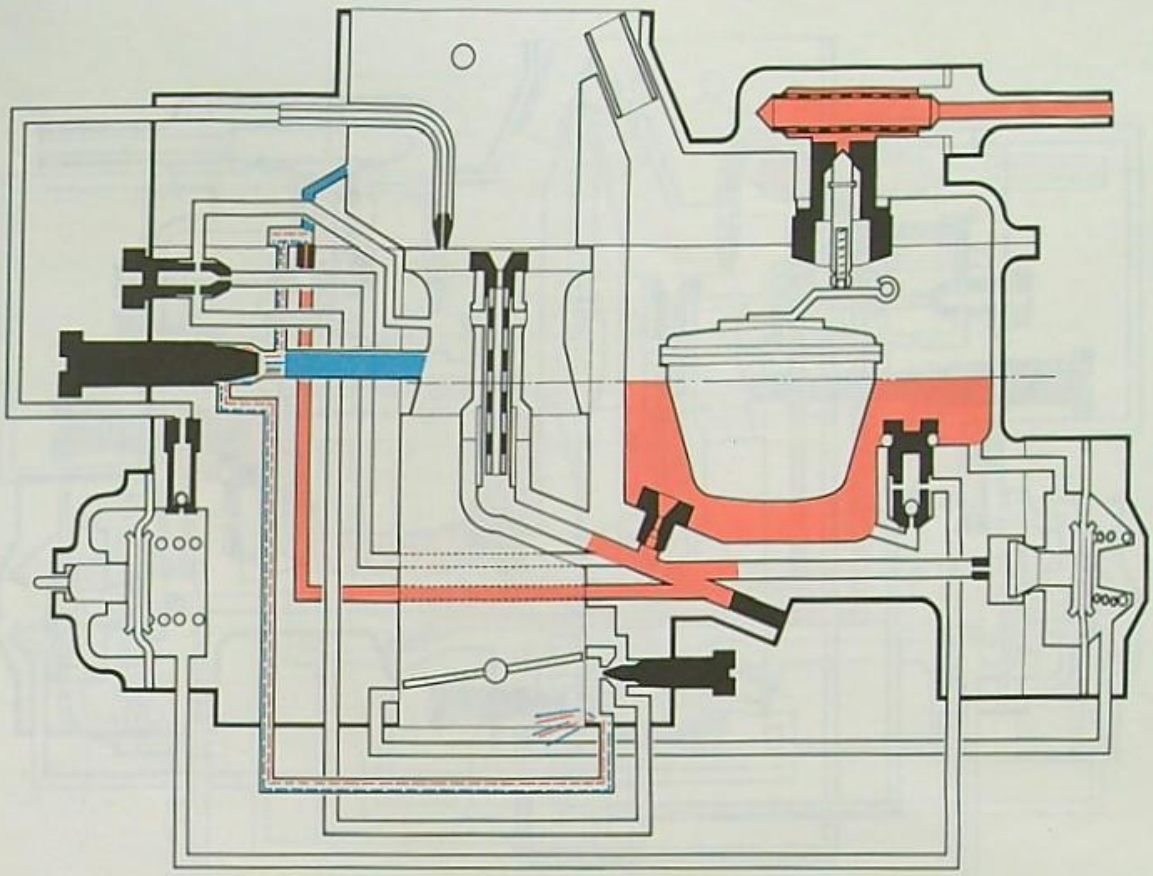
CIRCUITS DE RALENTI
IDLING CIRCUITS
LEERLAUFSYSTEME
CIRCUITI DEL MINIMO

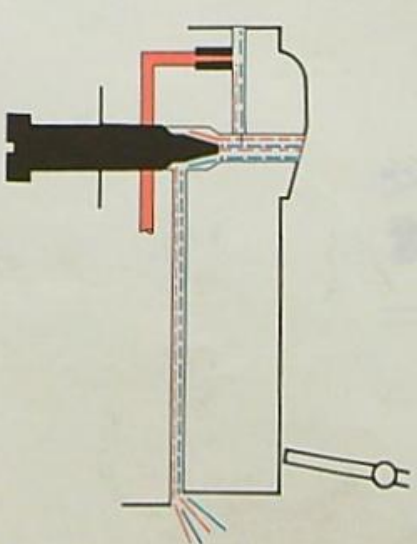




motor circuit. op
2 circuit.

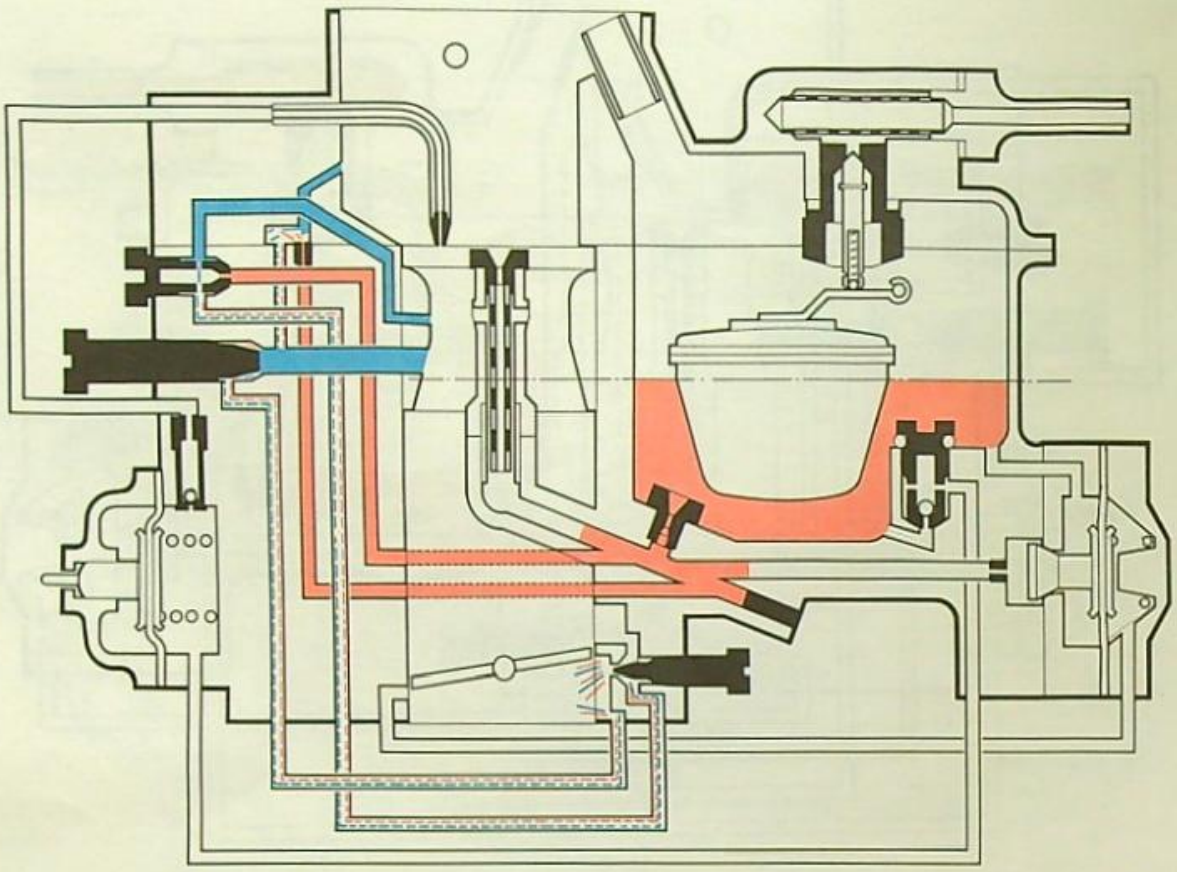
CIRCUIT DE RALENTI A RICHESSE CONSTANTE
CONSTANT MIXTURE IDLING CIRCUIT
LEERLAUFSYSTEM MIT KONSTANTER GEMISCHANREICHERUNG
CIRCUITO DEL MINIMO AD ARRICCHIMENTO COSTANTE



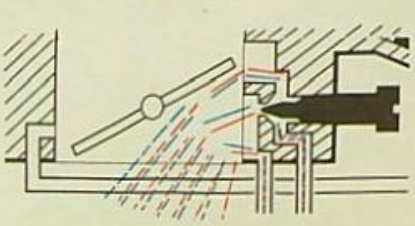


CIRCUIT DE RALENTI
IDLING CIRCUIT
LEERLAUFSYSTEM
CIRCUITO DEL MINIMO

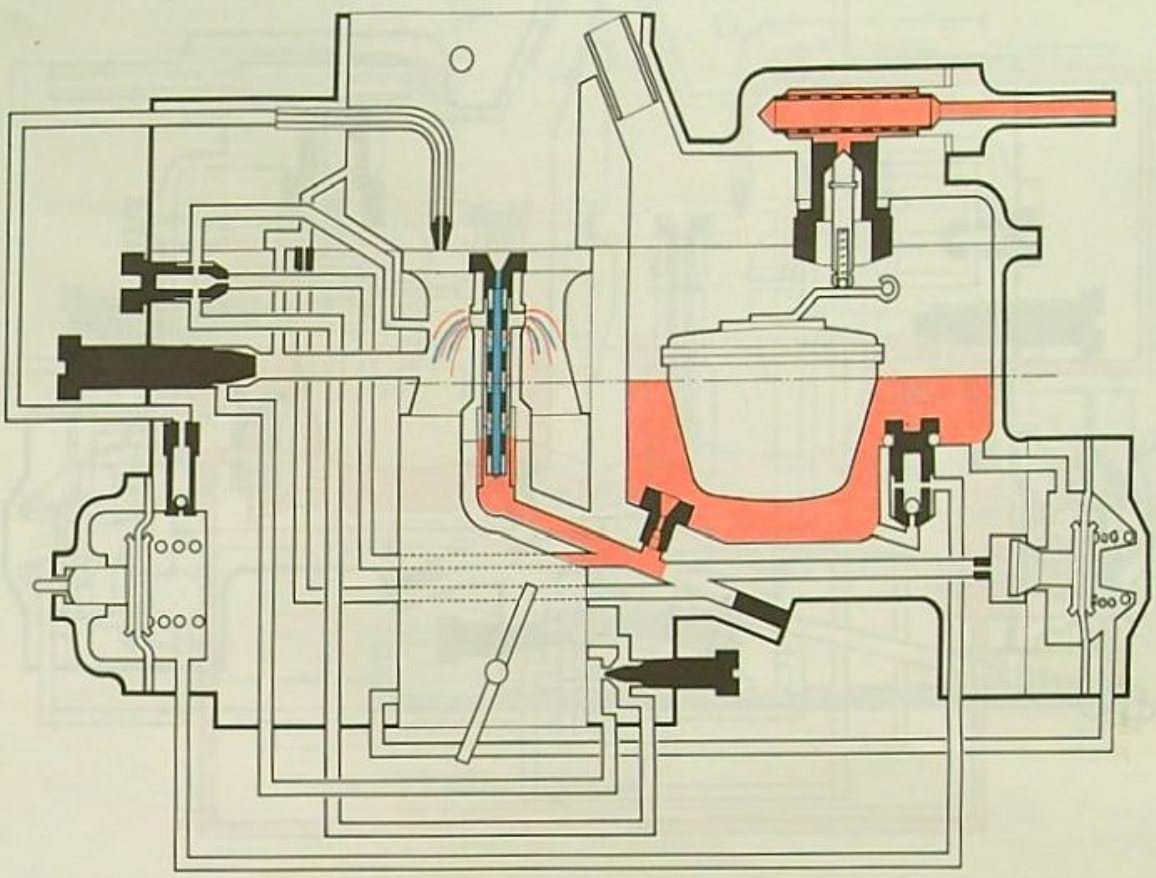
Nooit aan gas klep d Koevin .
geen gegevens gas klep.
Rep. Bij solex. Kosten f 200.=
C.O. 2 - 2,5 %



Progression
Progression
Übergangsdüse
Progressività

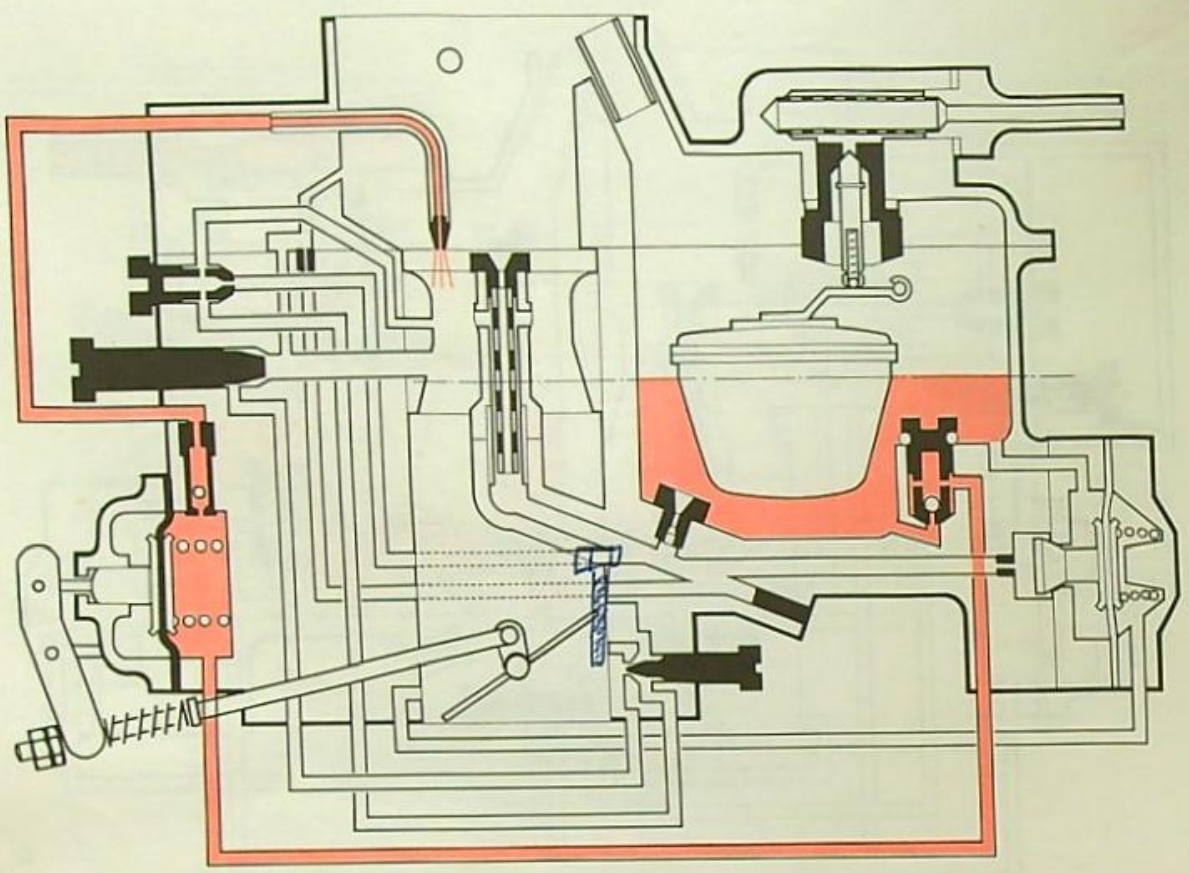


CIRCUIT PRINCIPAL
MAIN CIRCUIT
HAUPTDÜSENSYSTEM
CIRCUITO PRINCIPALE



slag. acc. pomp
6 mm ± 0,5

CIRCUIT POMPE DE REPRISE
ACCELERATING PUMP CIRCUIT
BESCHLEUNIGUNGSPUMPENSYSTEM
CIRCUITO POMPETTA DI RIPRESA

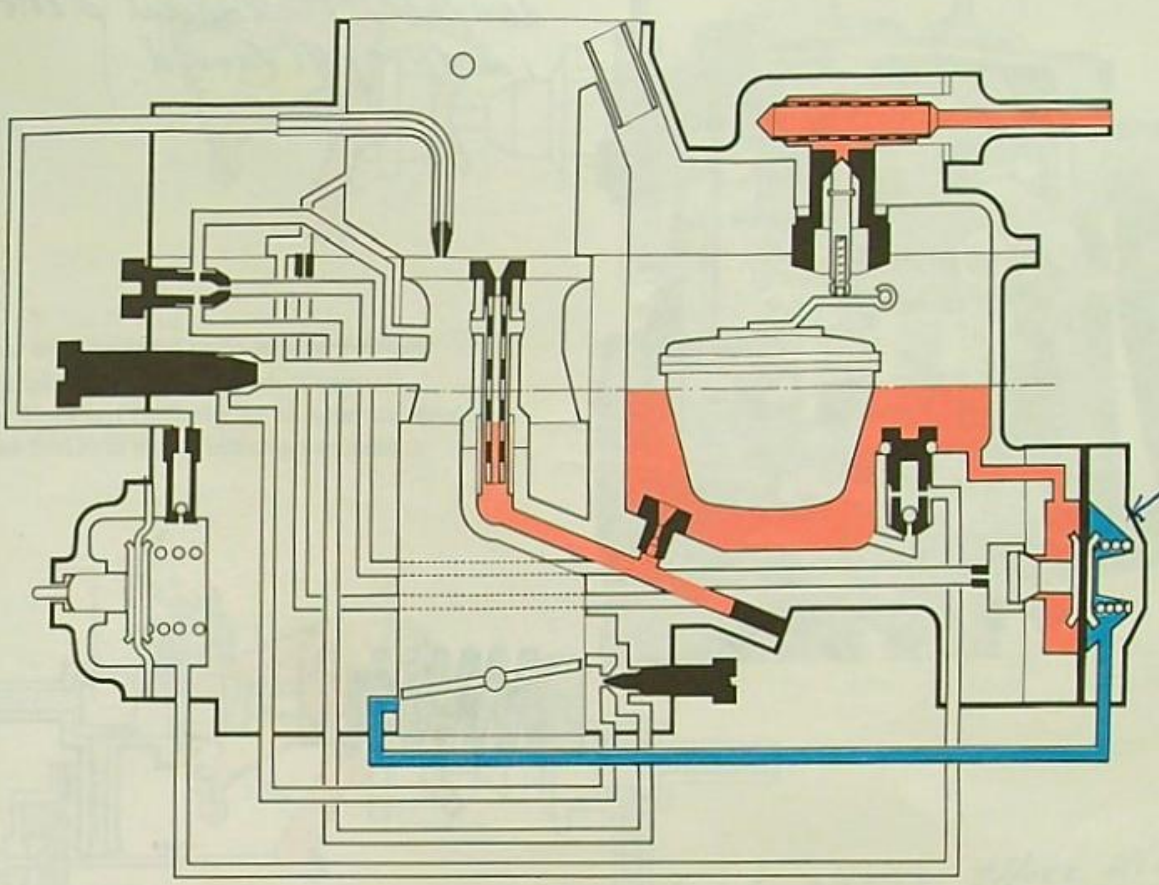


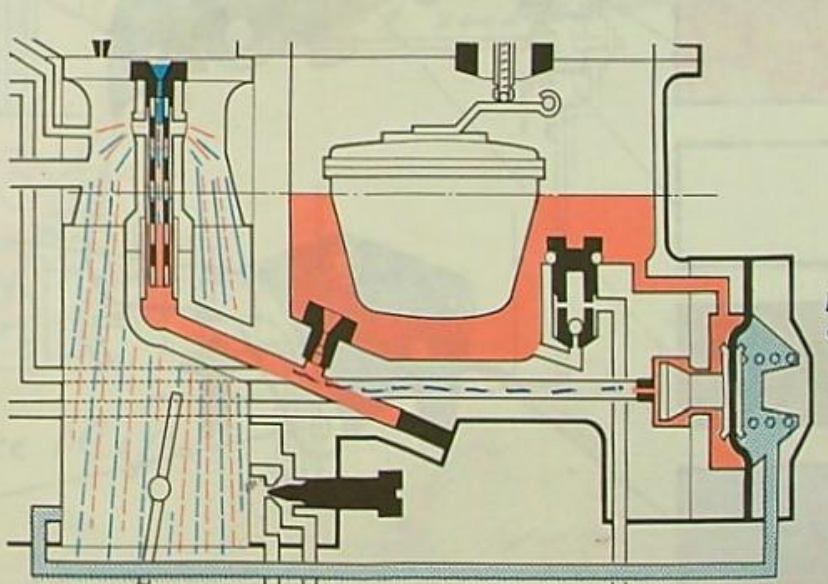
By afstelling acc. pomp.
Carb. verw. Bolletje moet 6 mm in Huis.

Hoofdsproeier verh. 1 : 18.
Mengsel verrijker Bediend door Vacuum. met verhyker 1 : 13

35

ENRICHISSEUR
ENRICHENER
GEMISCHANREICHERUNGSDÜSE
ARRICCHITORE



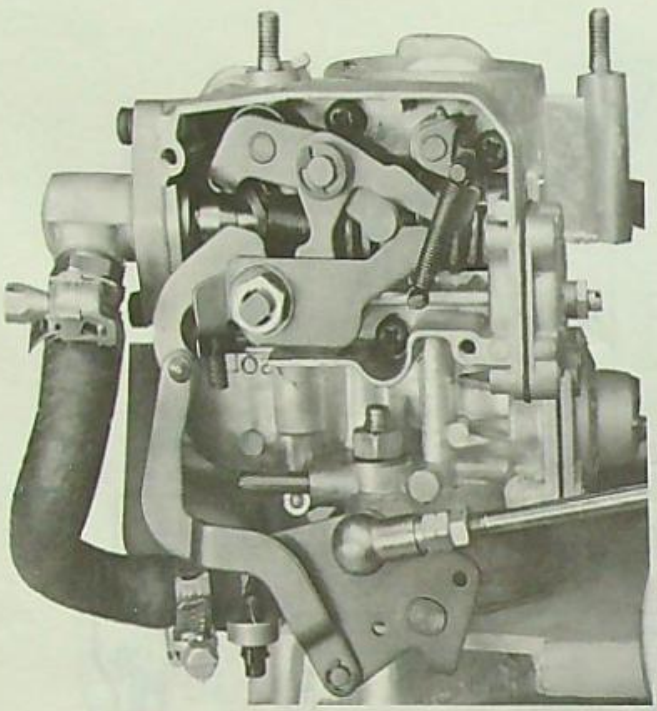


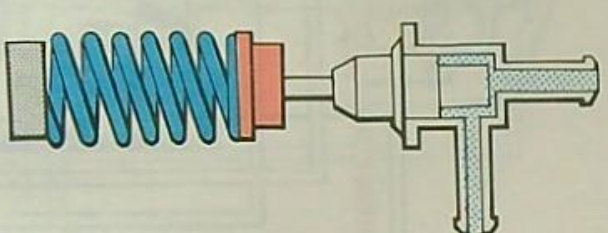
36

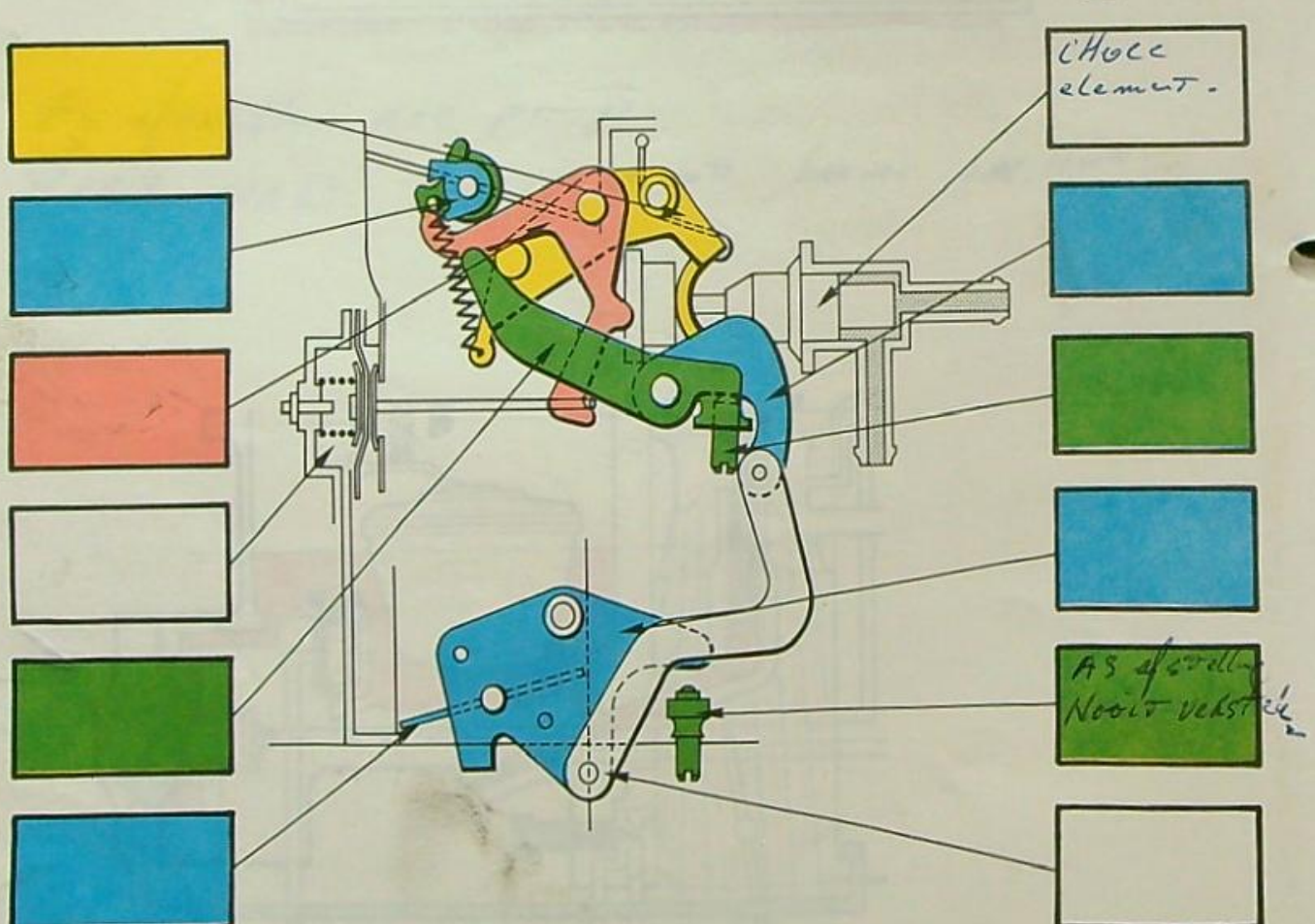
DEPART A FROID
COLD STARTING
KALTSTART
AVVIAMENTO A FREDDO

Vue d'ensemble des commandes
View of linkage and controls
Gesamtansicht der Betätigungsvorrichtungen
Vista complessiva dei comandi

aan zicht zonder deksel.
in spiegel beeld.



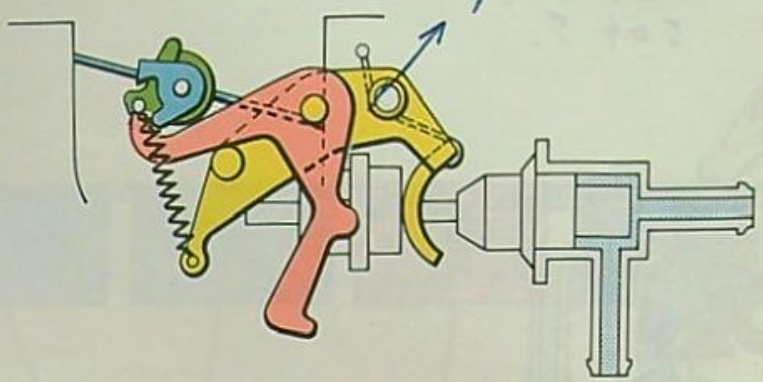




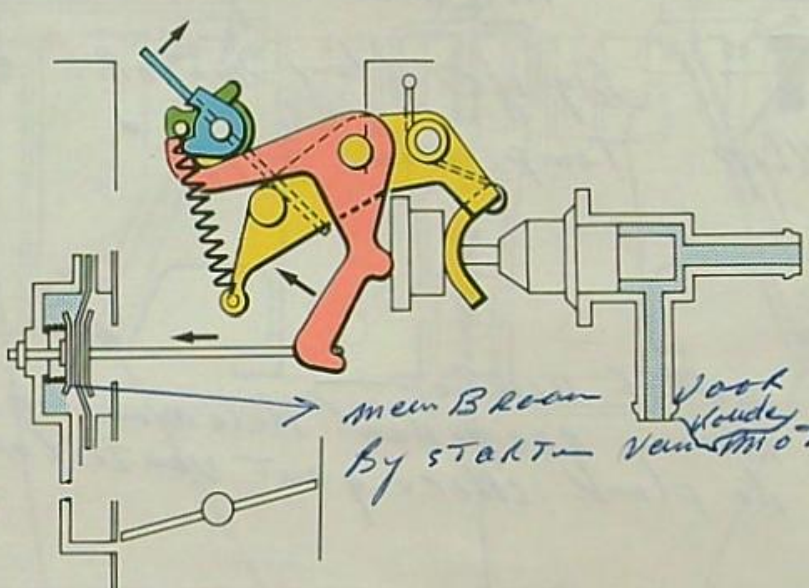
Moteur froid démarrage
Cold engine starting
Anlassen kalter Motor
Motore freddo avviamento

cHoce klep sluit autom.
Niet meer op pas pedaal drukken.

Hefboom voor sluiten cHoce klep.



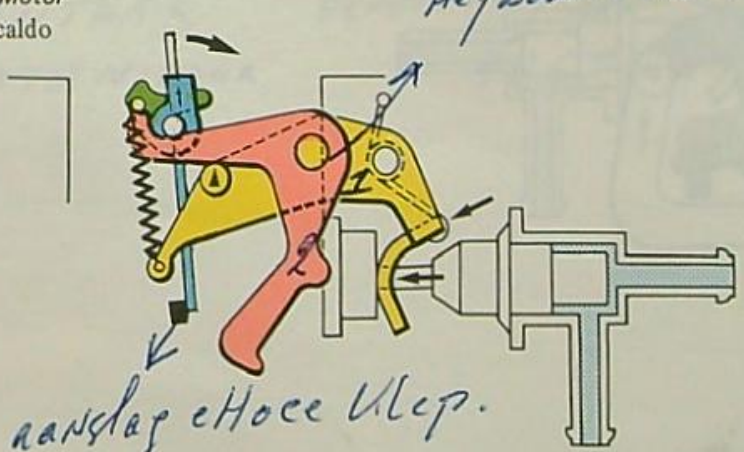
Moteur froid tournant (auto-appauvrissement)
Cold engine running (auto-mixture control)
Kalter Motorlauf (selbständige Magergemischbildung)
Motore freddo in moto (autoimpoverimento)



Hefboom voor openen cHoce klep.
By starten van koude motor.

Moteur chaud
Warm engine
Warmer Motor
Motore caldo

Hefboom 1+2 voor openen cHoce klep.

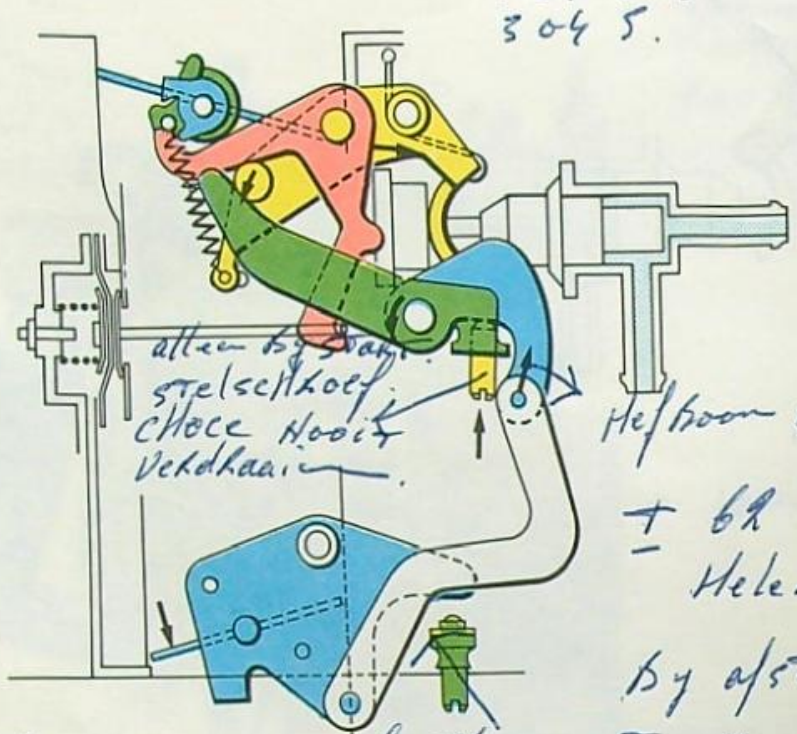


aanslag cHoce klep.

28

Ouverture positive papillon
Mechanical control of butterfly opening
Positive Öffnung Drosselklappe
Apertura positiva farfalla

Koude motor. 3000 Tp.m.
choke mech. Hetzelfde als
1042S.
3045.



alleen bij koude stelschroef choke hoek verdraaien.

Hefboom voor openen gasklep.

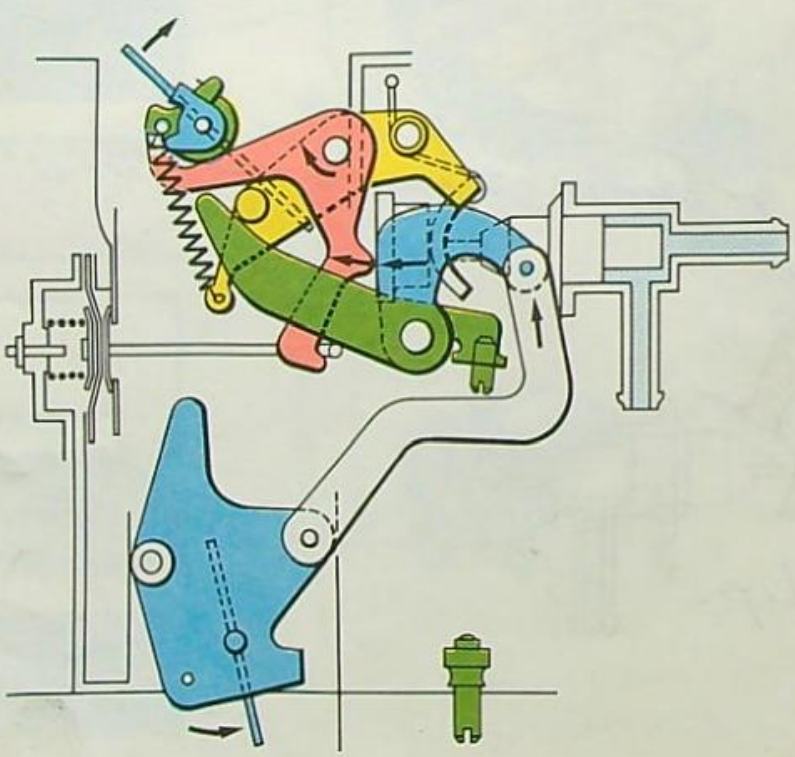
± 62° is choke mech. Helemaal uitgewerkt.

bij afrolling motor. Temp. min. 70/75°

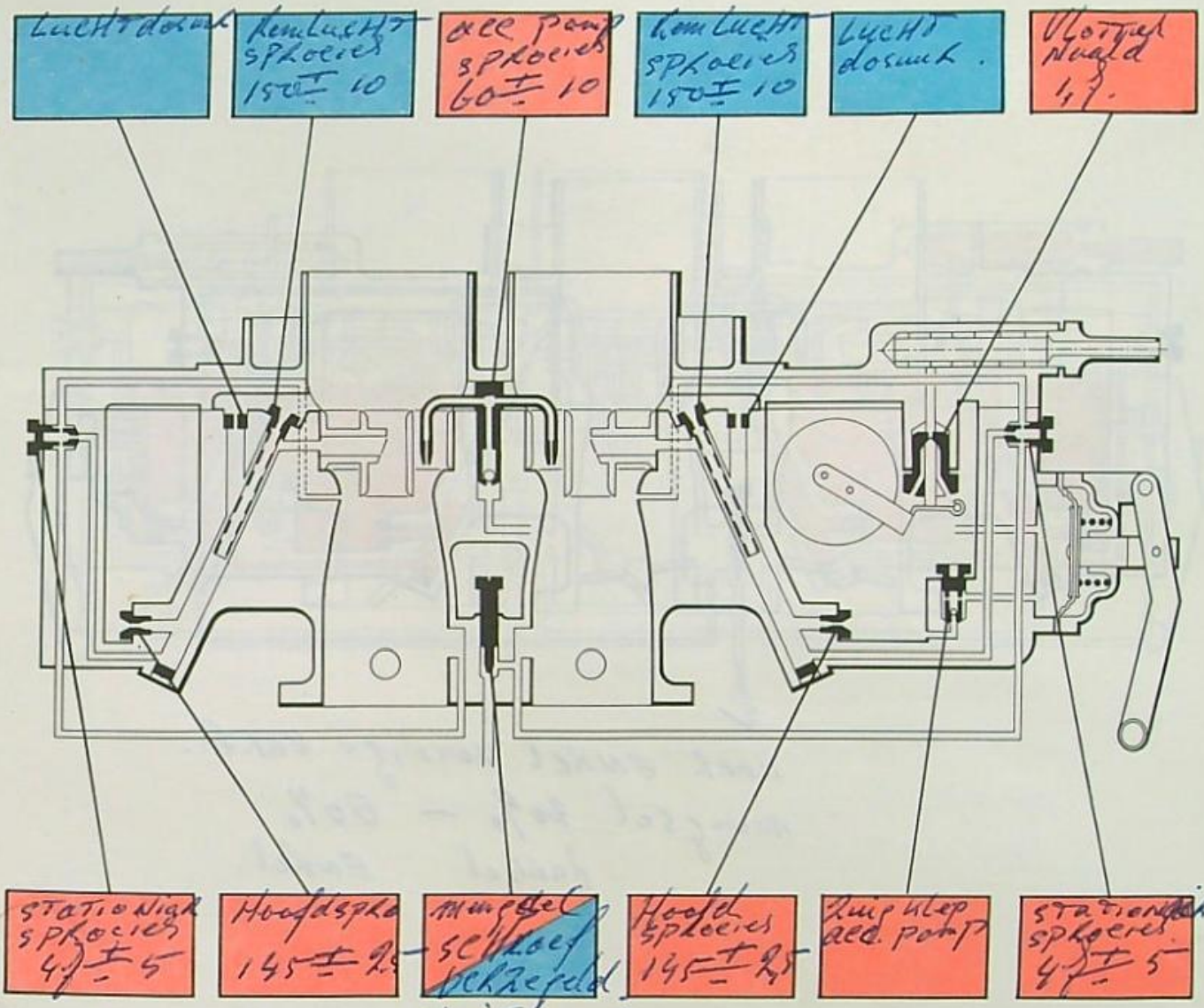
altijd controle of klep op aanslag ligt.

Dénoyage
Uncovering (of jet)
System zur Verhinderung der Überfettung
Sgolfamento

motor verzopen alleen gaspedaal. Helemaal op de plank choke gaat vanzelf open



Identification du carburateur 35 CEEI
35 CEEI carburettor identification
Identifizierung des Vergasers 35 CEEI
Identificazione del carburatore 35 CEEI

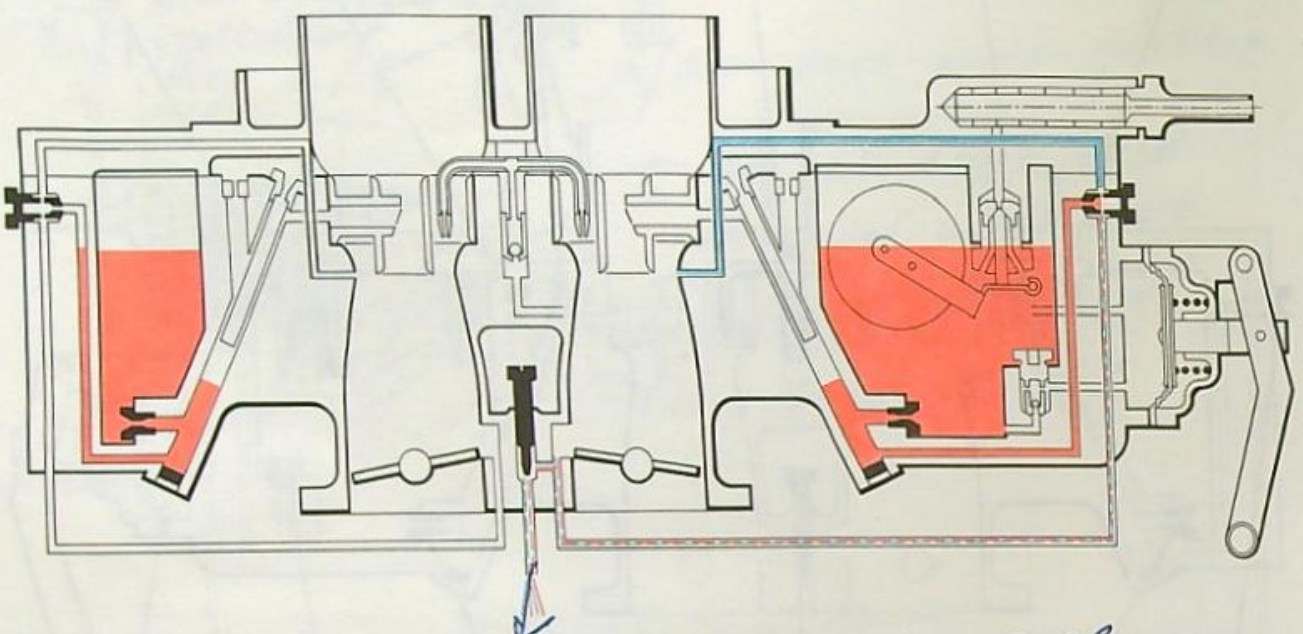


Venturis
Vlotterniveaux

Neiten verstellen 8 mm
30,5 ± 0,5 zonder pakking.

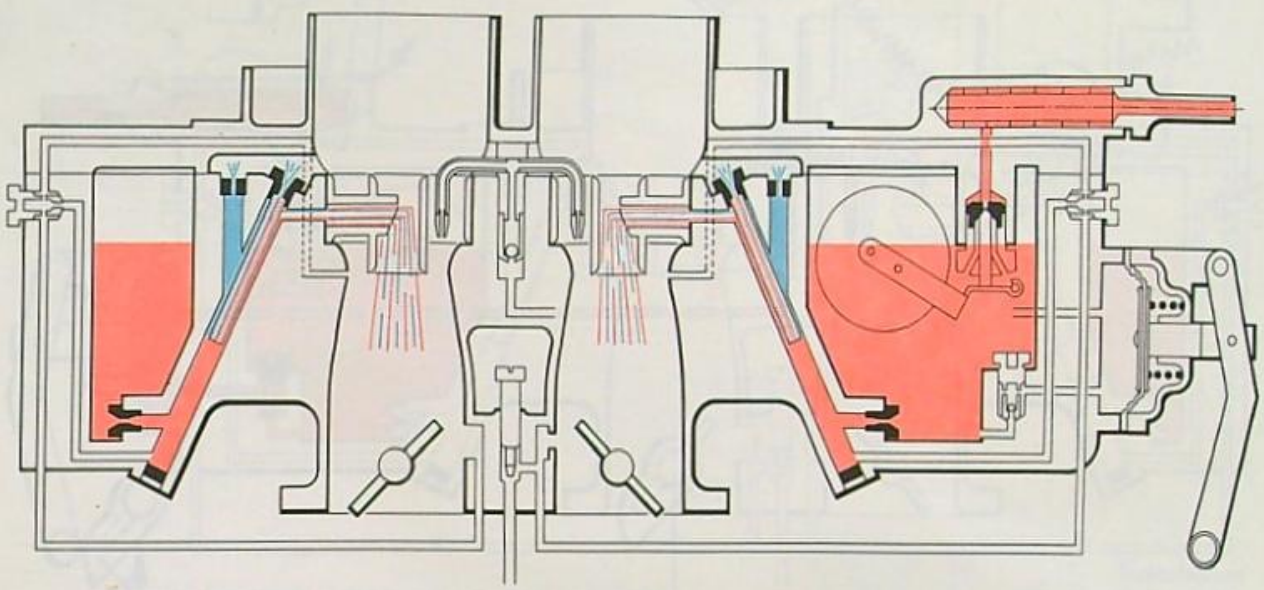
CIRCUIT DE RALENTI
IDLING CIRCUIT
LEERLAUFSYSTEM
CIRCUITO DEL MINIMO

By STATIONAIR alleen
RECHTER CIRCUIT,
OVER Nemen op beide CIRCUIT

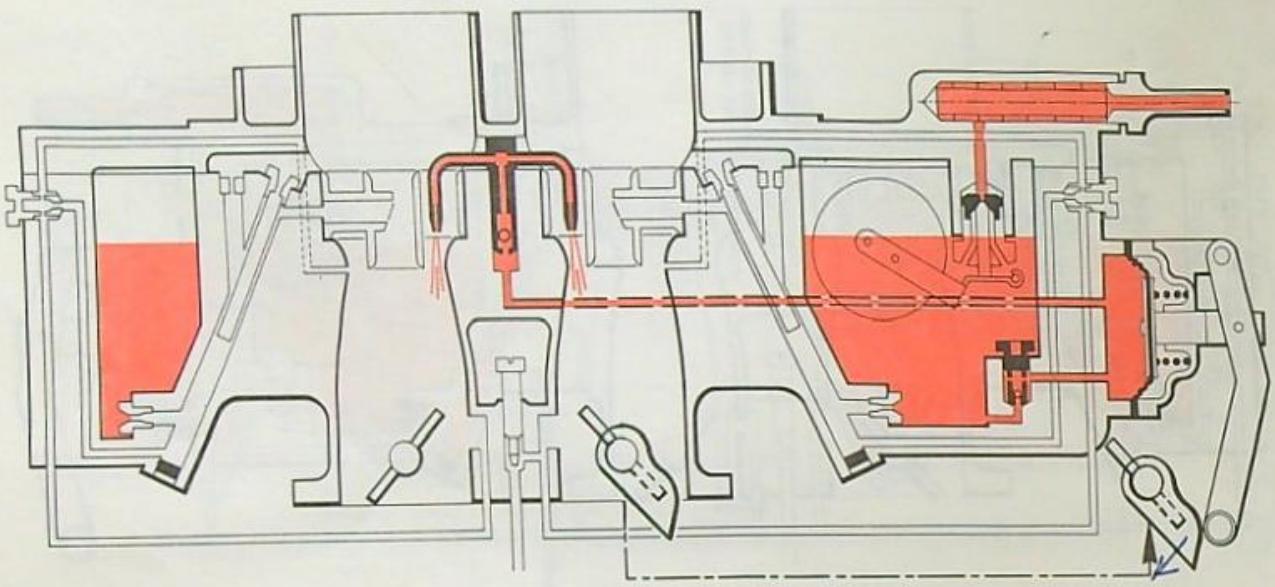


Naar ENKEL vandige carb.
mengsel 20% — 80%
dubbel ENKEL.

CIRCUIT PRINCIPAL
MAIN CIRCUIT
HAUPTDÜSENSYSTEM
CIRCUITO PRINCIPALE

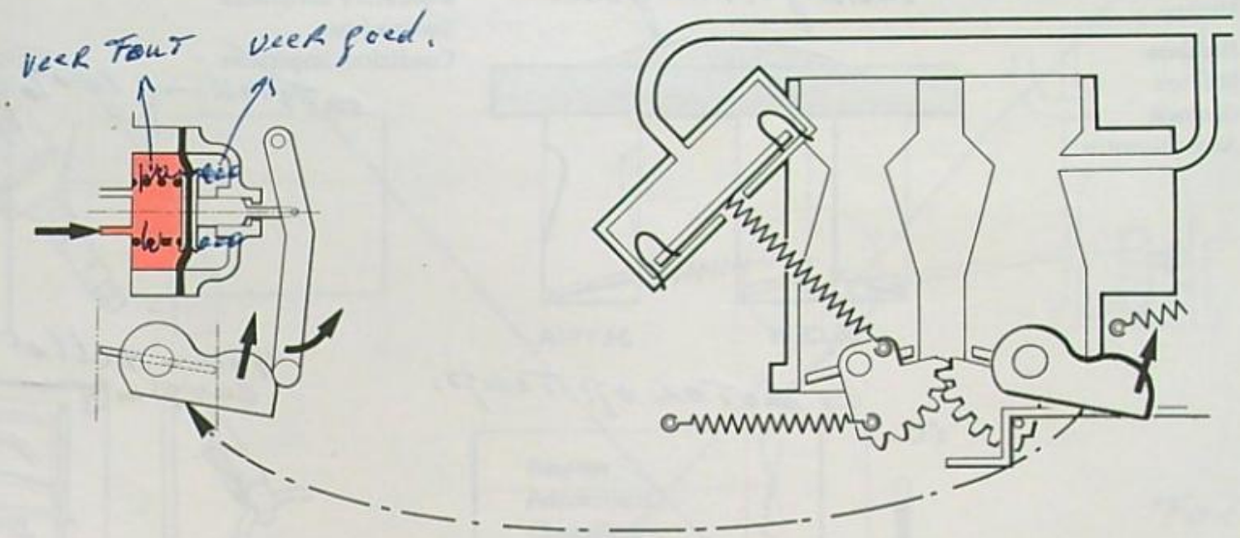


CIRCUIT POMPE DE REPRISE
ACCELERATING PUMP CIRCUIT
BESCHLEUNIGUNGSPUMPENSYSTEM
CIRCUITO POMPETTA DI RIPRESA

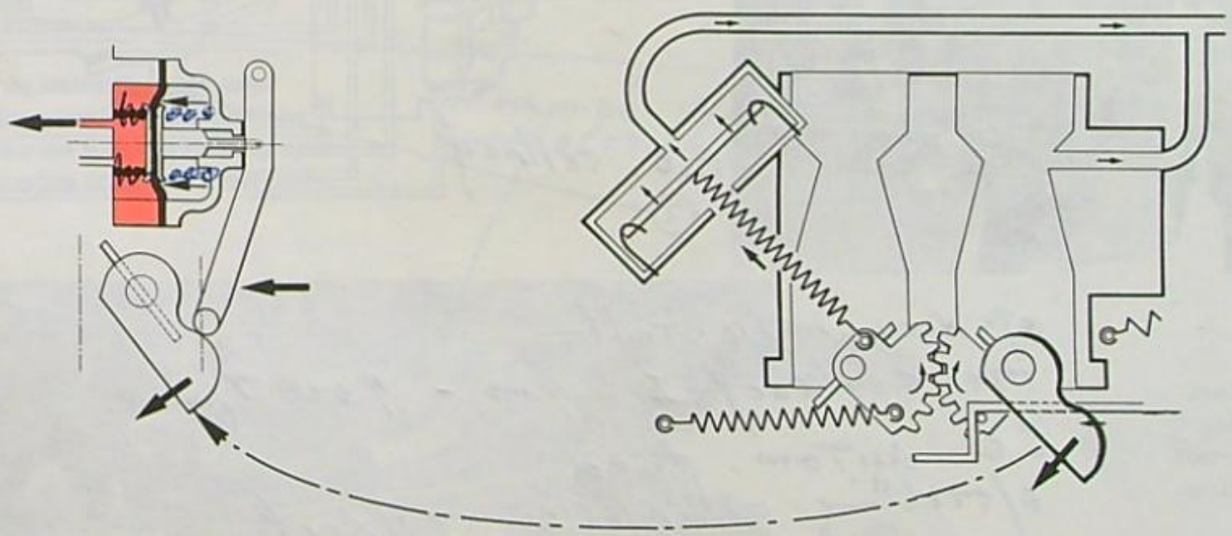


acc. pom Werking doek wegvallen van Hefboom
overdruk op gas klep te verhinderen
kan niet worden afgesteld.

Remplissage
Filling
Füllphase
Riempimento



Refoulement
Distribution
Druckphase
Mandata



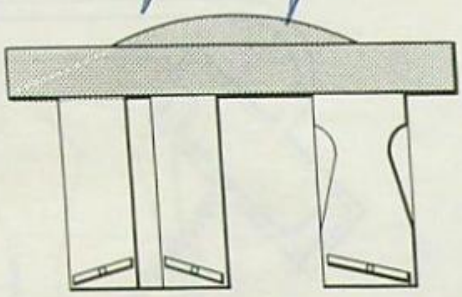
REGLAGES
ADJUSTMENTS (settings)
EINSTELLUNGEN
REGOLAZIONI

afstelling STATIONAIR

Ralenti
Idling
Leerlauf
I Minimo

Richesse
Mixture
Gemisch
II Arricchimento

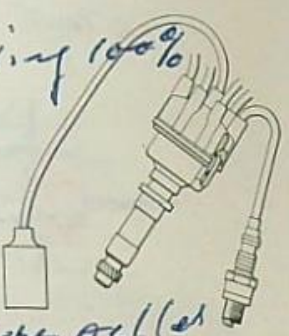
Luchtfilter gemont.



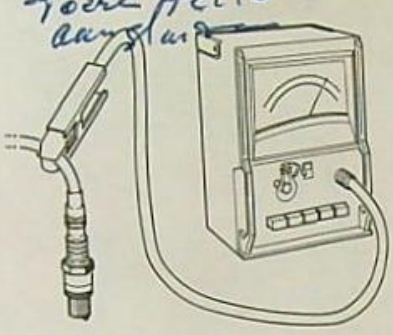
35 CEEI 34 TBIA

Conditions impératives
Mandatory conditions
Bedingungen
Condizioni imperative

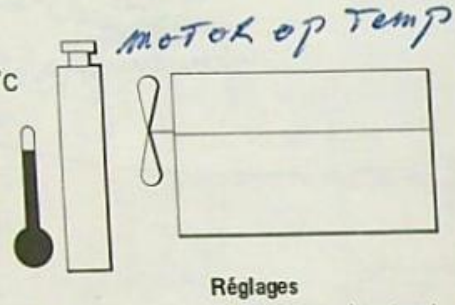
ontsteking 100%



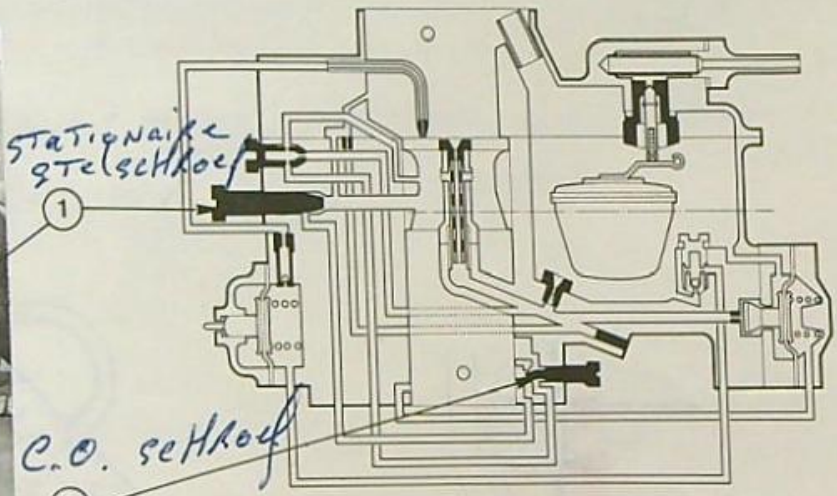
Toerenteller aansluiten



MOTOR op Temp.



Réglages
Adjustments (settings)
Einstellungen
Regolazioni



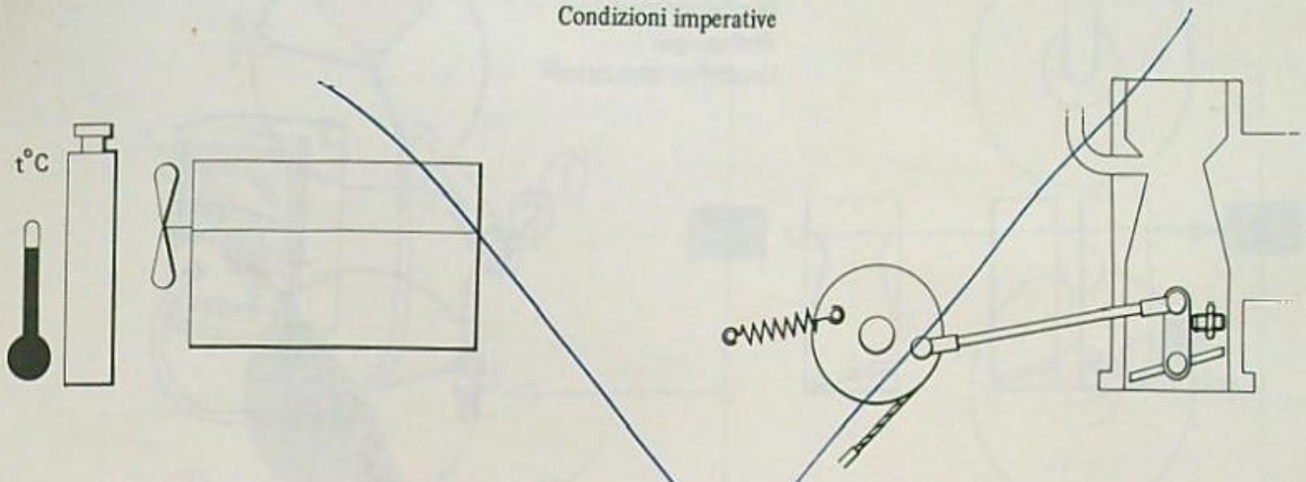
OP NIEUW INSTELLEN
STELSCHROEF I 900 - 900 T/MIN.
C.O. AUTOM. SPEED
AFSTELLING VAN C.O. SCHROEF.
EERST 1 AFSTELLEN 960 T/MIN.
DAN 2 MAX. TOERTAL.
DAN 1 TERUG OP 960 T/MIN.
DAN 2 INDRAAIEN NAAR 900 T/MIN.

Ralenti
Idling
Leerlauf
Minimo

Richesse
Mixture
Gemisch
Arricchimento

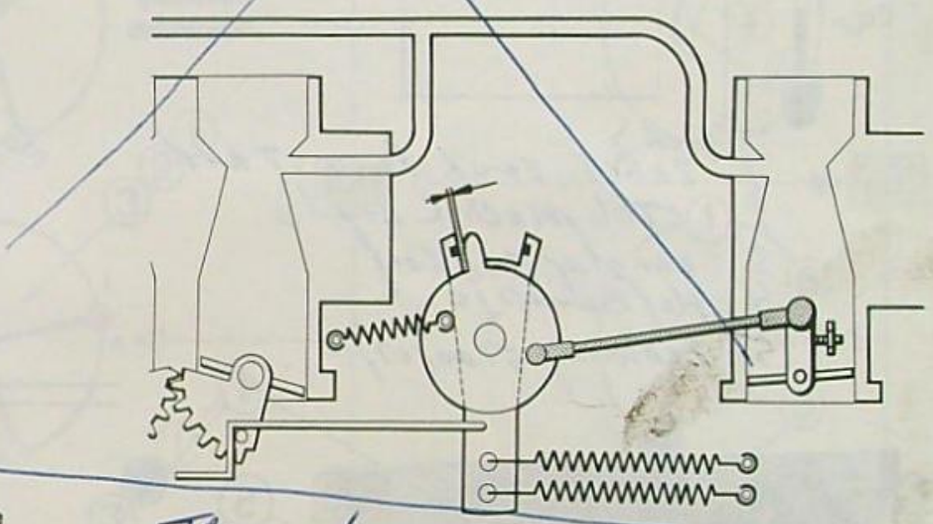
III Réglage de la commande des gaz
III Choke flap adjustment
III Einstellung der Gasbetätigung
III Regolazione del comando dei gas

Conditions impératives
Mandatory conditions
Bedingungen
Condizioni imperative



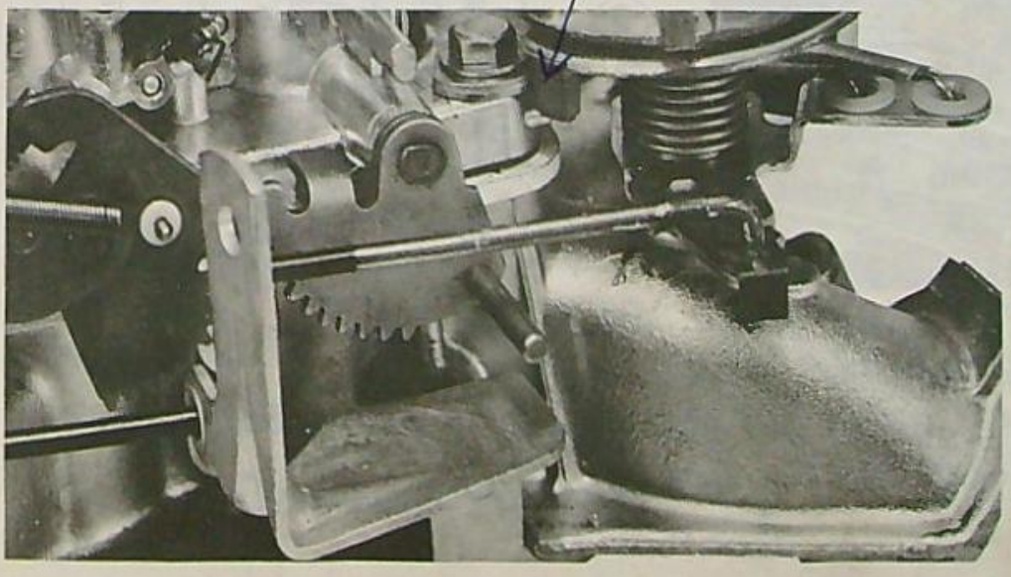
Réglage
Adjustment
Einstellung
Regolazione

FOUT



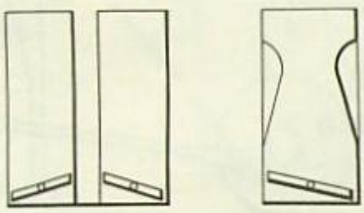
Butée maxi du secteur de commande
Operating drum maximum position stop
Max, Anschlag des Gasbetätigungssegments
Finecorsa massima del settore di comando

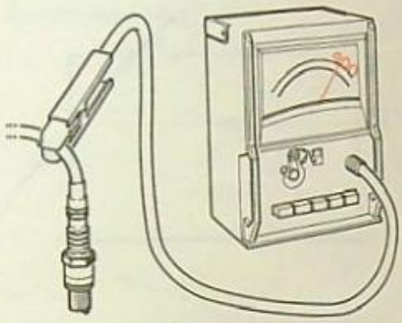
Trommel MAX open (goed.)
Vooraf afstelling losse stencil.

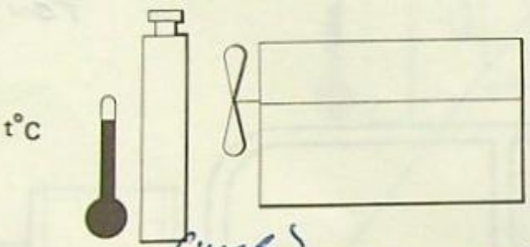


afstellen zonder luchtfilter van dash-pot
toerental 900 T/min. alleen TYP 96.

Conditions impératives
Mandatory conditions
Bedingungen
Condizioni imperative

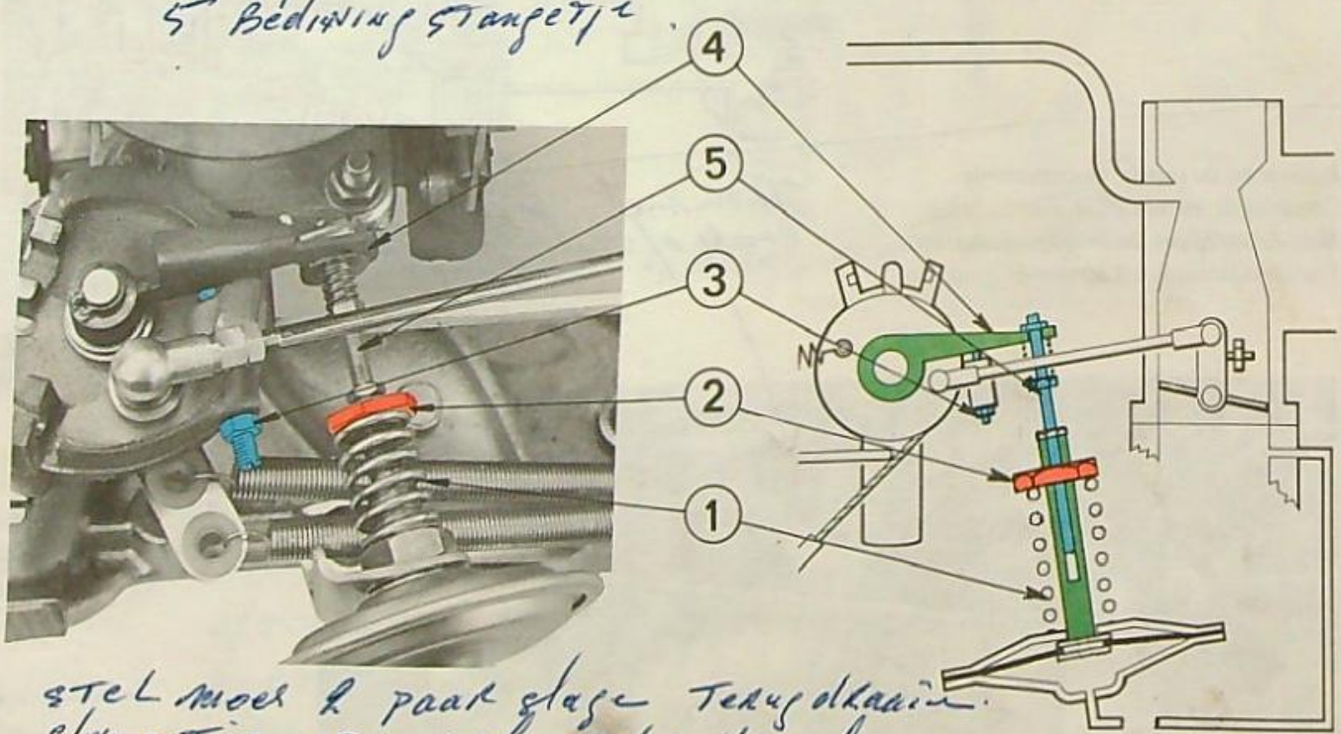






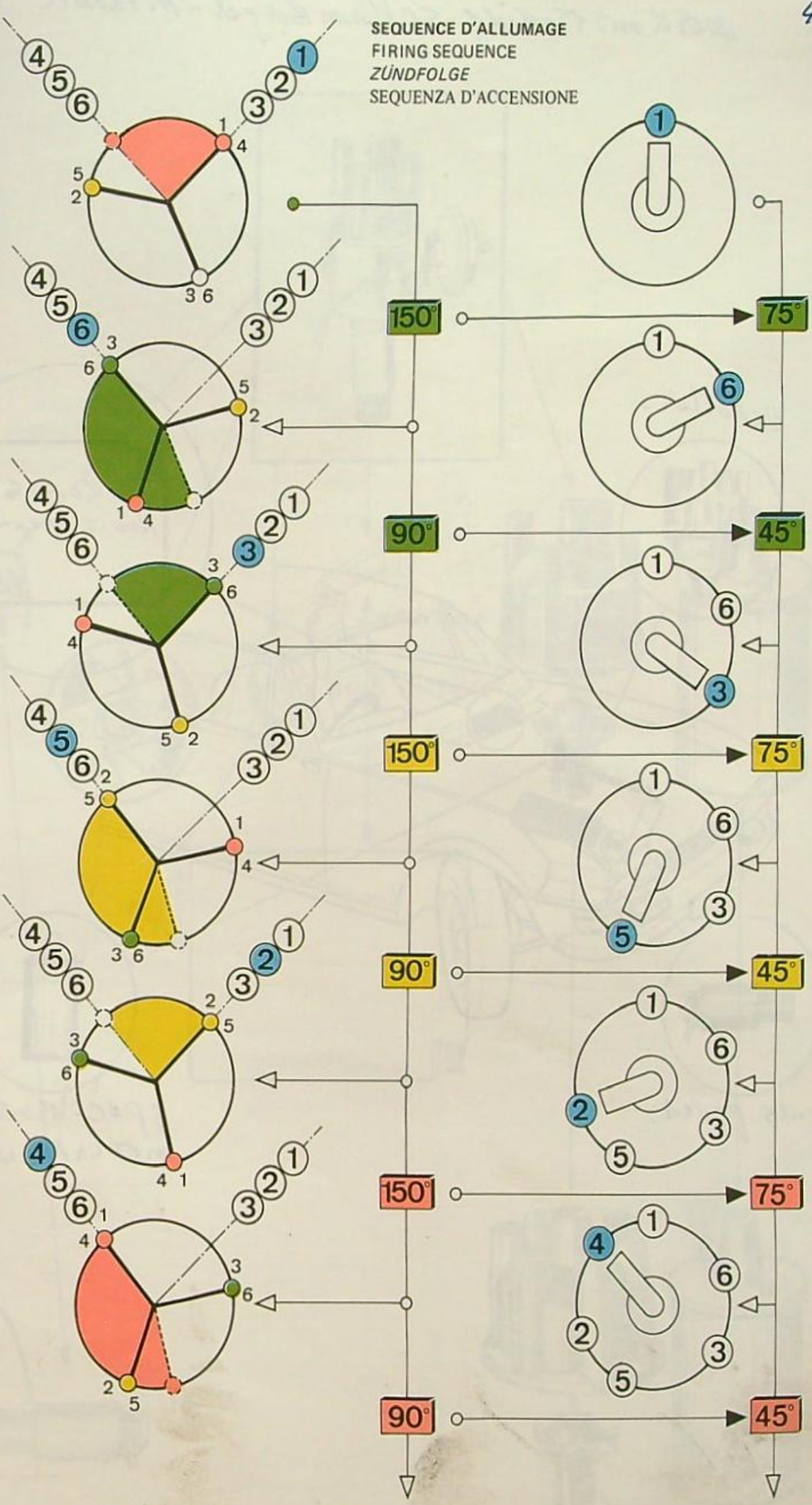
Réglage
Adjustment
Einstellung
Regolazione

(week.)
1 zorgt voor ruststand
2 stelmoer (rood)
3 aanslag schroef.
4 Hefboompje.
5 Bedieningstangetje.

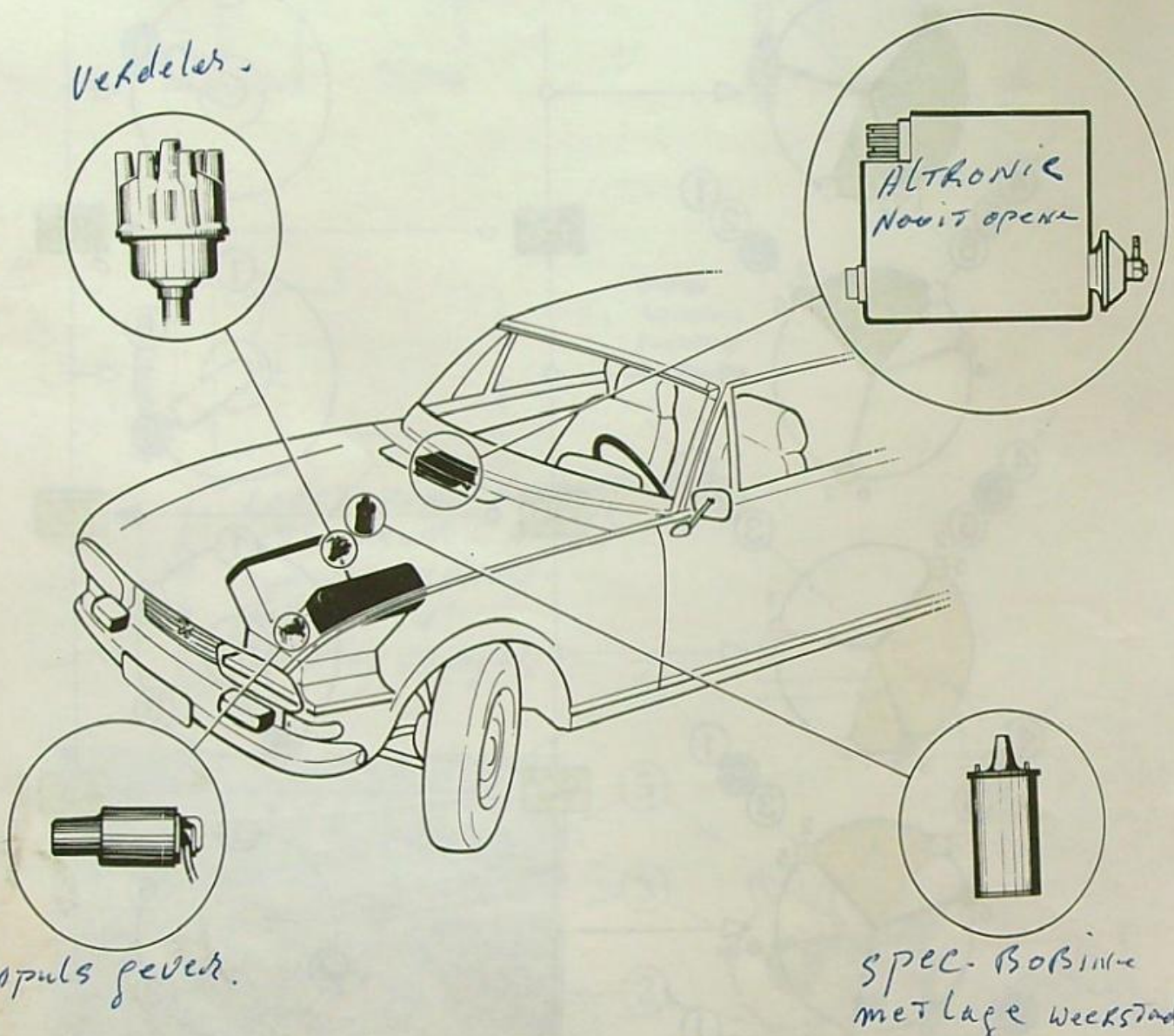


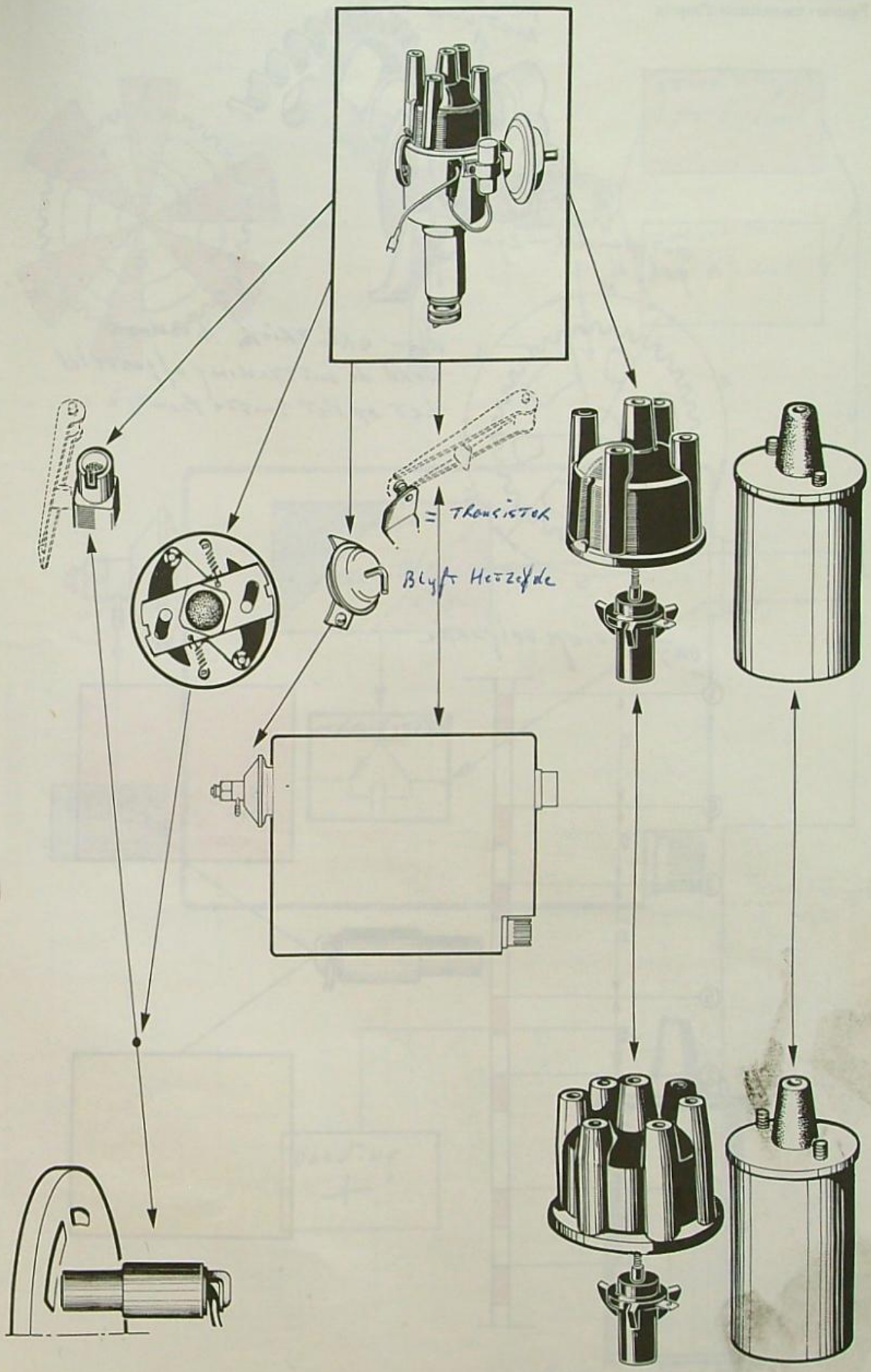
stelmoer 2 paar slagen terugdraaien.
slangetje op en af. stelschroef.
langzaam indraaien tot dat hij niet meer beweegt.
stelschroefspeling 0,3 en Hefboom nō 4.

SEQUENCE D'ALLUMAGE
FIRING SEQUENCE
ZÜNDFOLGE
SEQUENZA D'ACCENSIONE

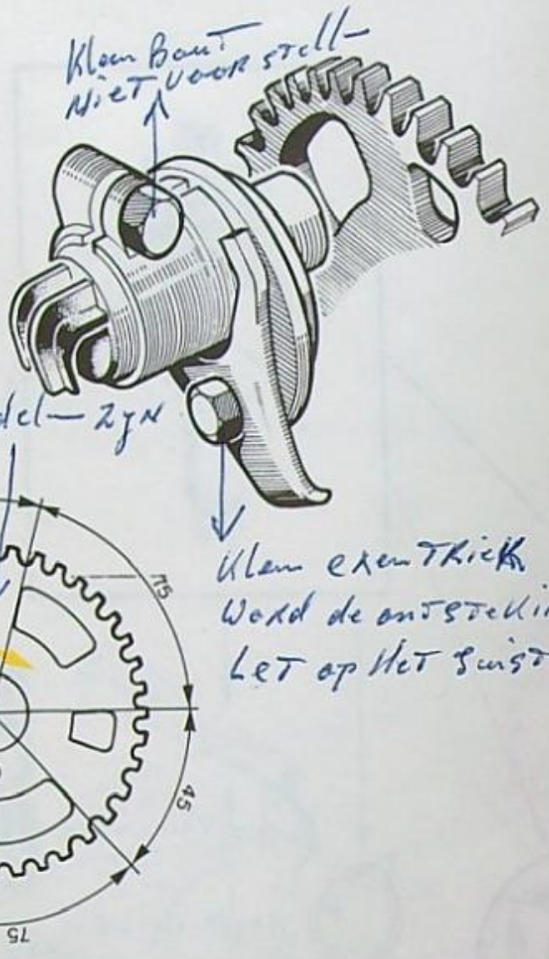


48 Merkontsteking Schlumberger - ALTRONIC

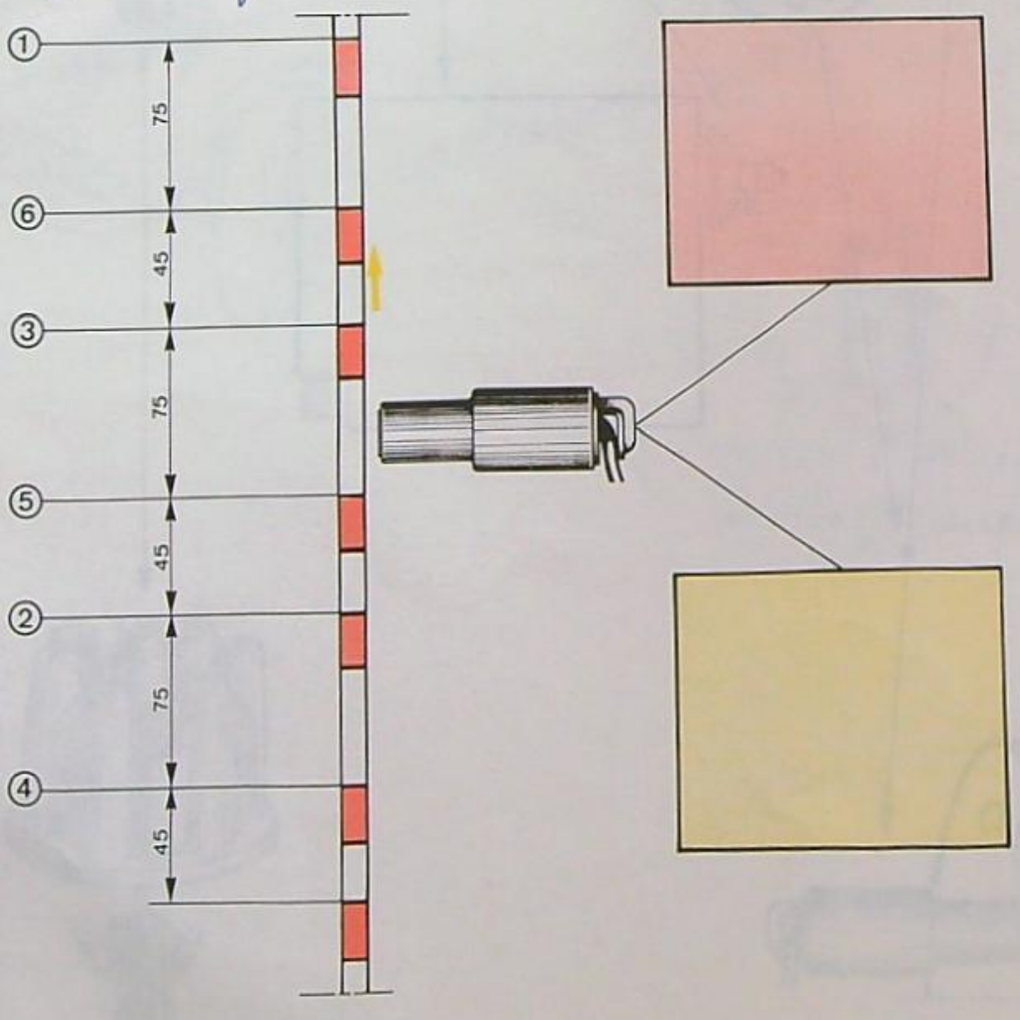


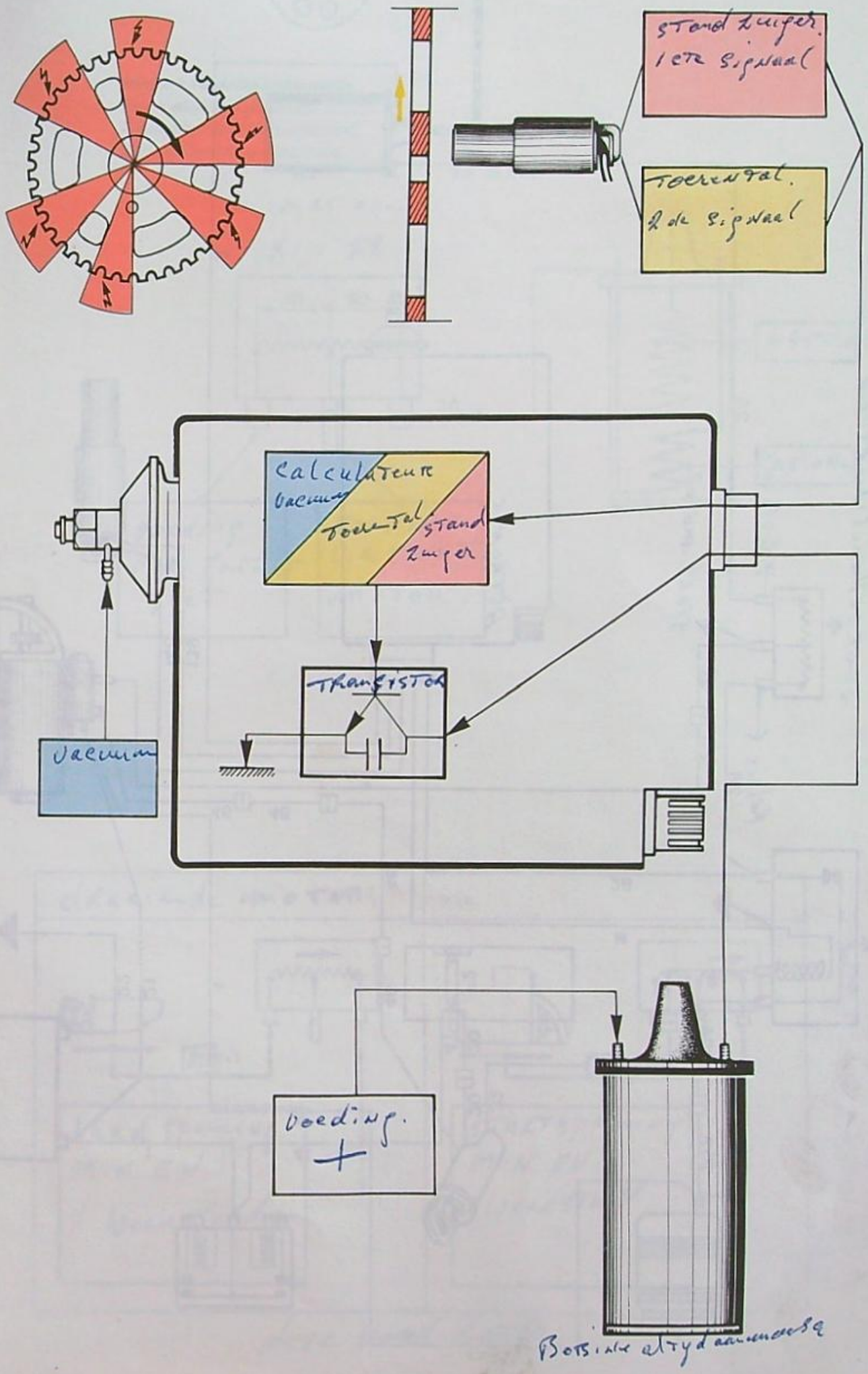


Pignon - capteur
Pinion - captor
Zahnrad - Impulsgeber
Pignone - trasmettitore d'impulsi



ontstekings volgorde

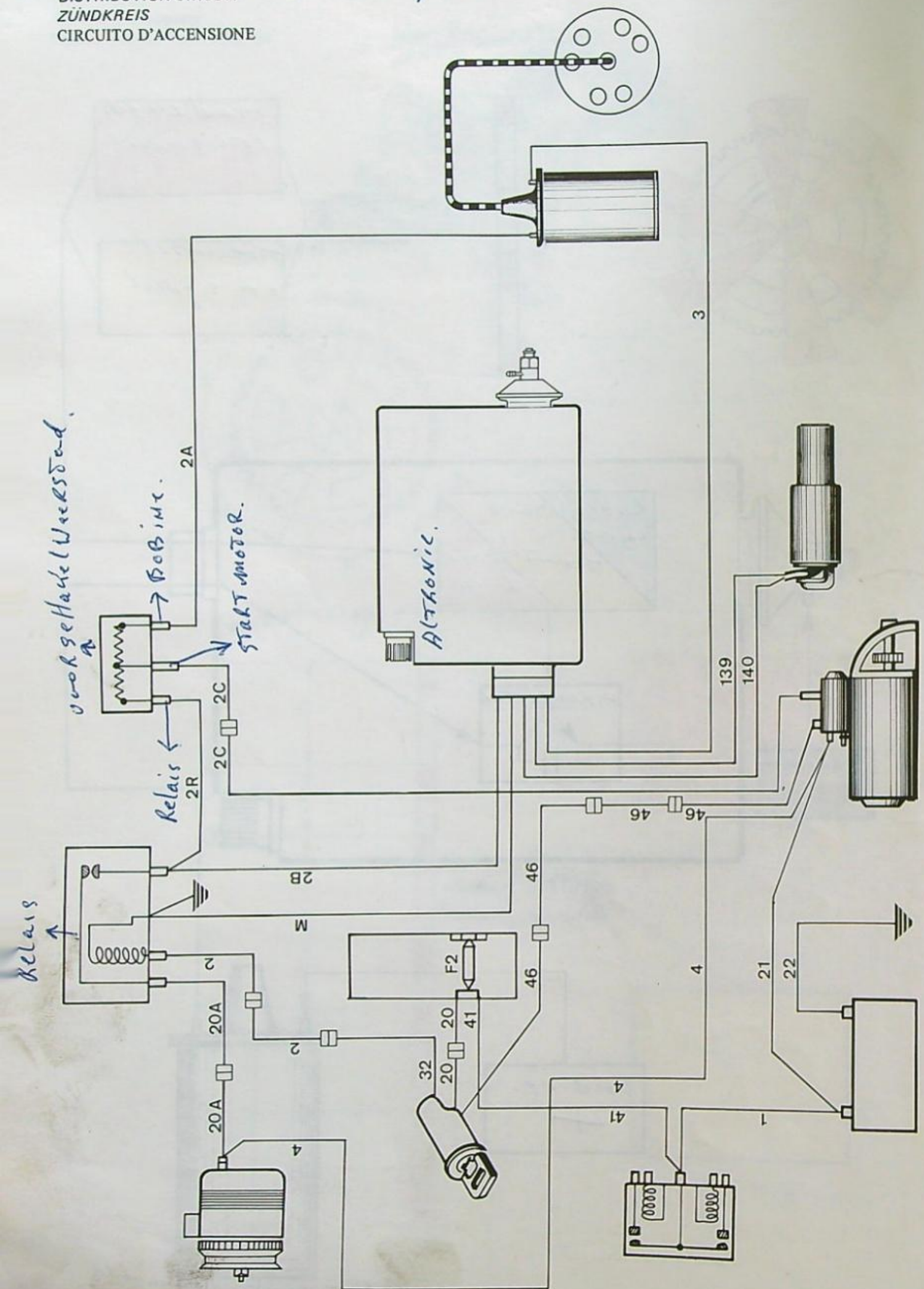




-2

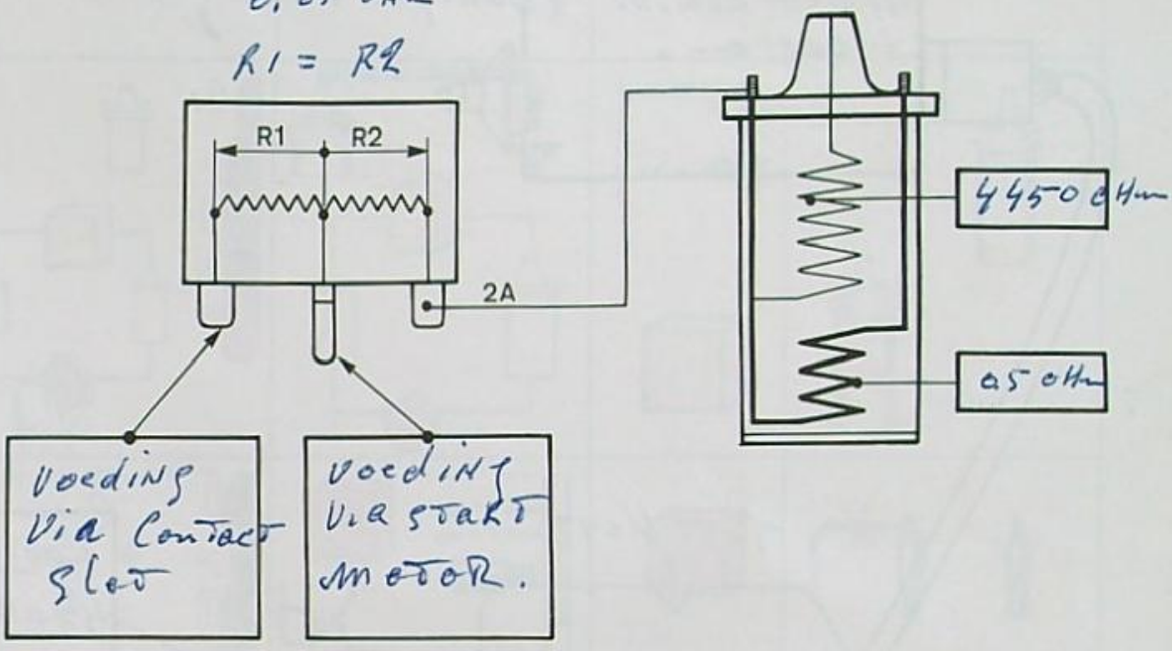
CIRCUIT D'ALLUMAGE
DISTRIBUTION CIRCUIT
ZÜNDKREIS
CIRCUITO D'ACCENSIONE

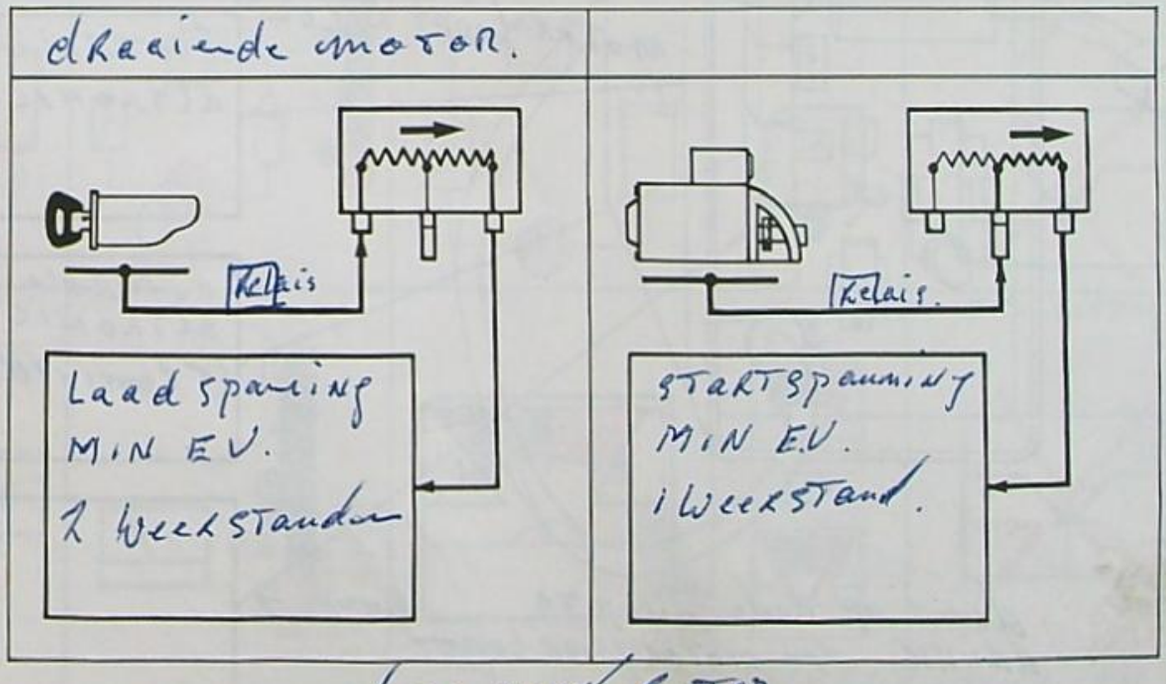
Bobine gevoed door Relais.



Bobine + résistance additionnelle
Coil + additional resistance
Zündspule + Vorschaltwiderstand
Bobina + resistenza addizionale

R1 + R2 1,30 OHm
0,65 OHm
R1 = R2

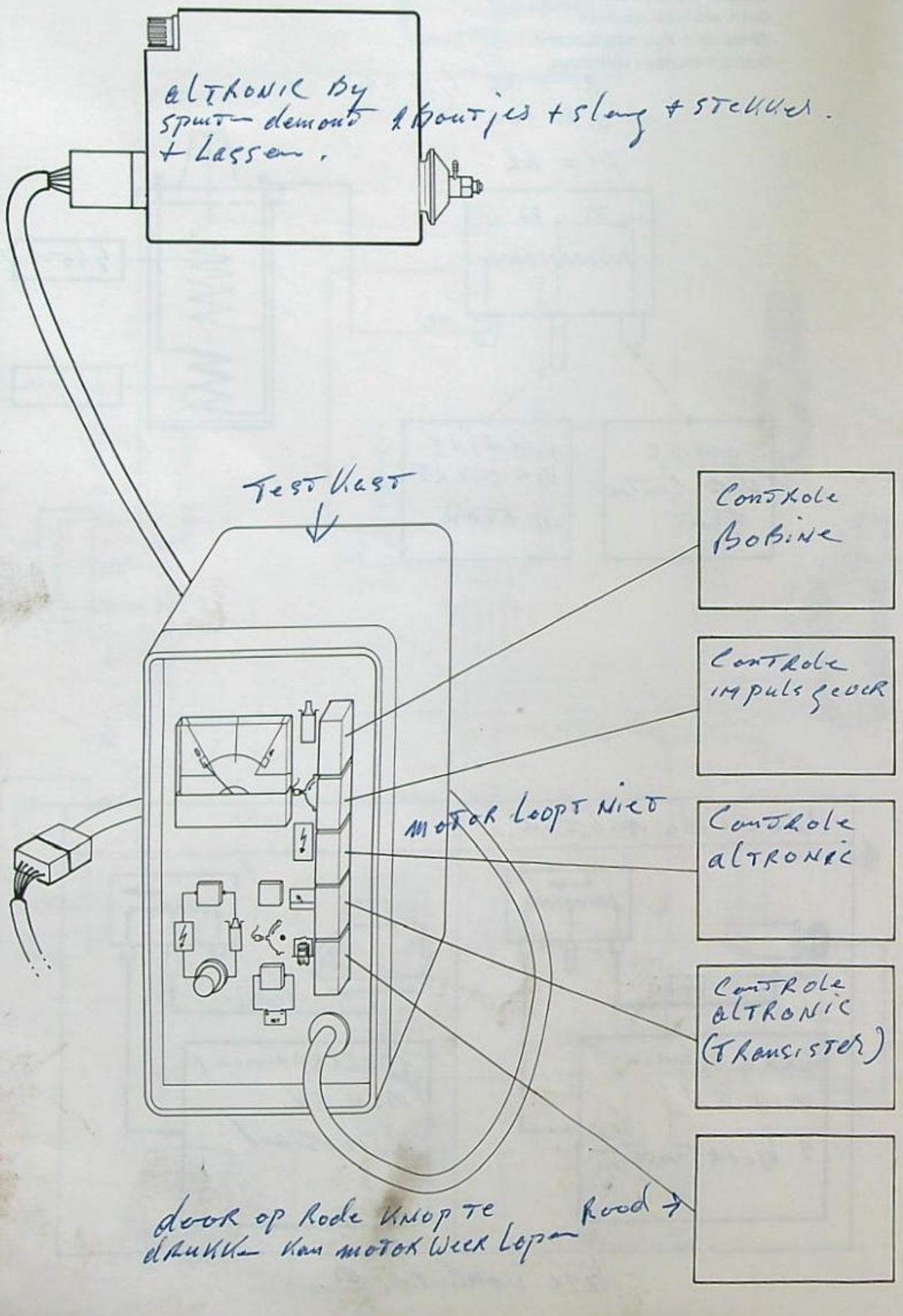




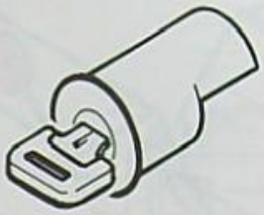
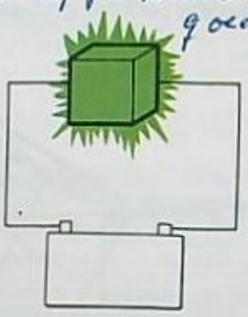
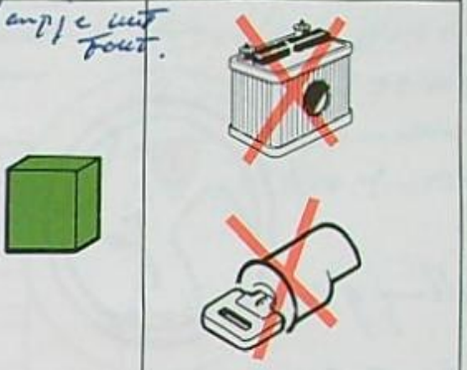
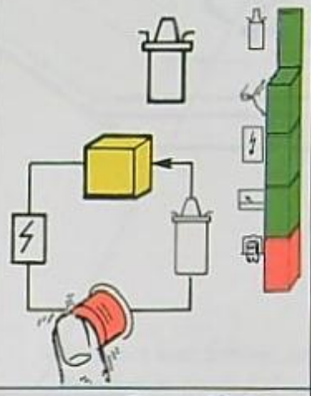
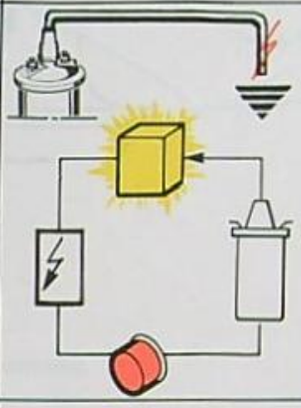
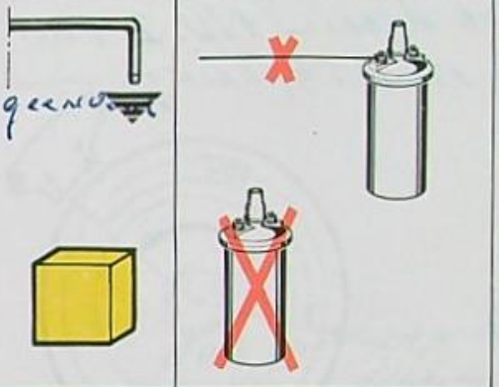
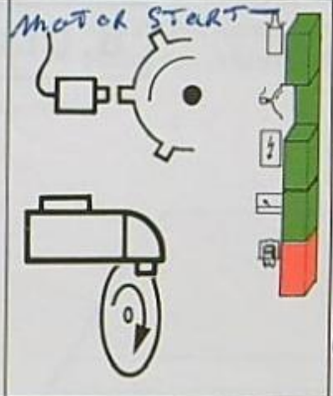
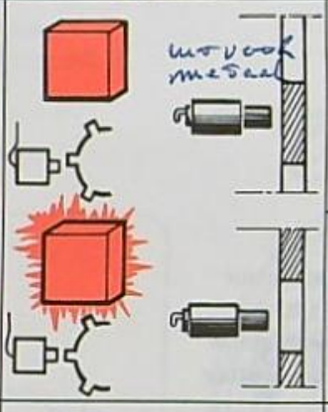
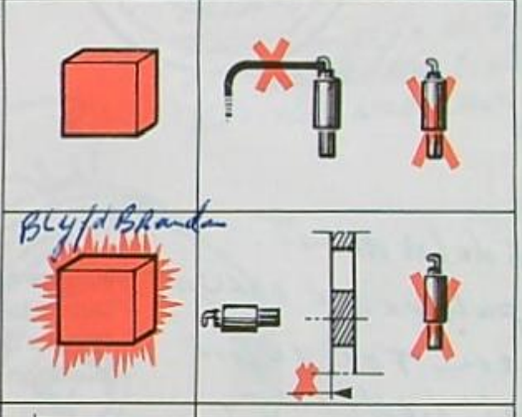
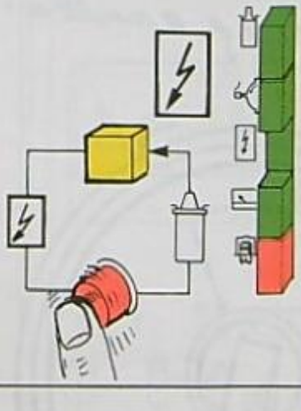
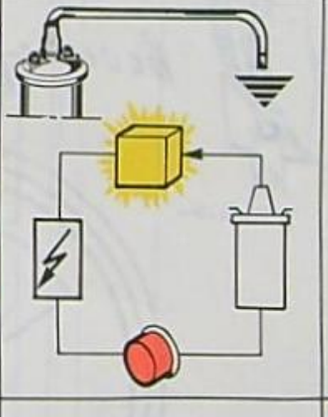
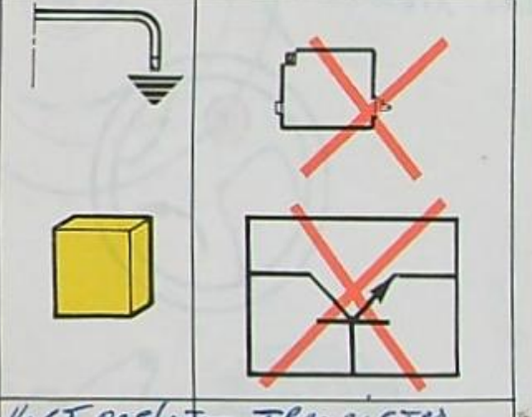
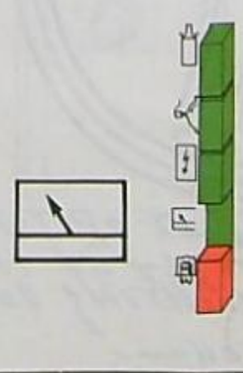
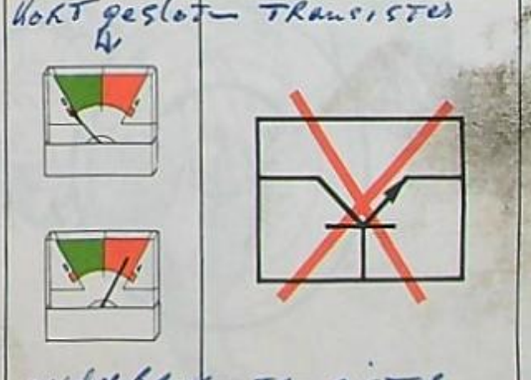
deze vonk Beter.

54 COFFRET DE CONTROLE
CONTROL CHEST
KONTROLLGERAT
COFANETTO DI CONTROLLO

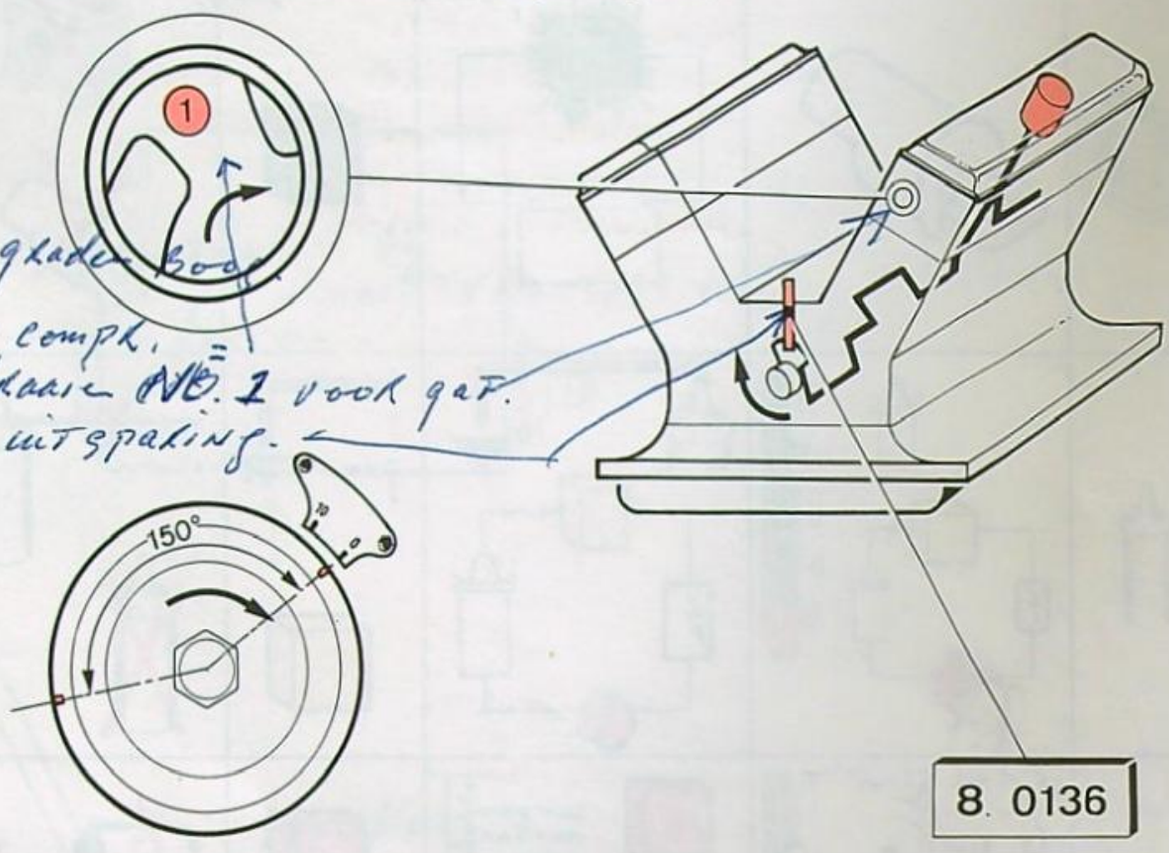
onderdeel NO Test Kast
9.9.9.08.
Nu f250,= EK.



UTILISATION COFFRET - USE OF CHEST - *VERWENDUNG DES KONTROLLKASTENS* - UTILIZZAZIONE DEL COFANETTO

Contrôle Control *Kontrolle* Controllo	**Opération de contrôle** Operation of control *Kontrollvorgang* Operazione di controllo	**Indication** Indication *Anzeige* Indicazione	**Anomalies Organes en cause** Faults faulty parts *Störungen Defekte Organe* Anomalie organi in causa
			
			
			
			
			

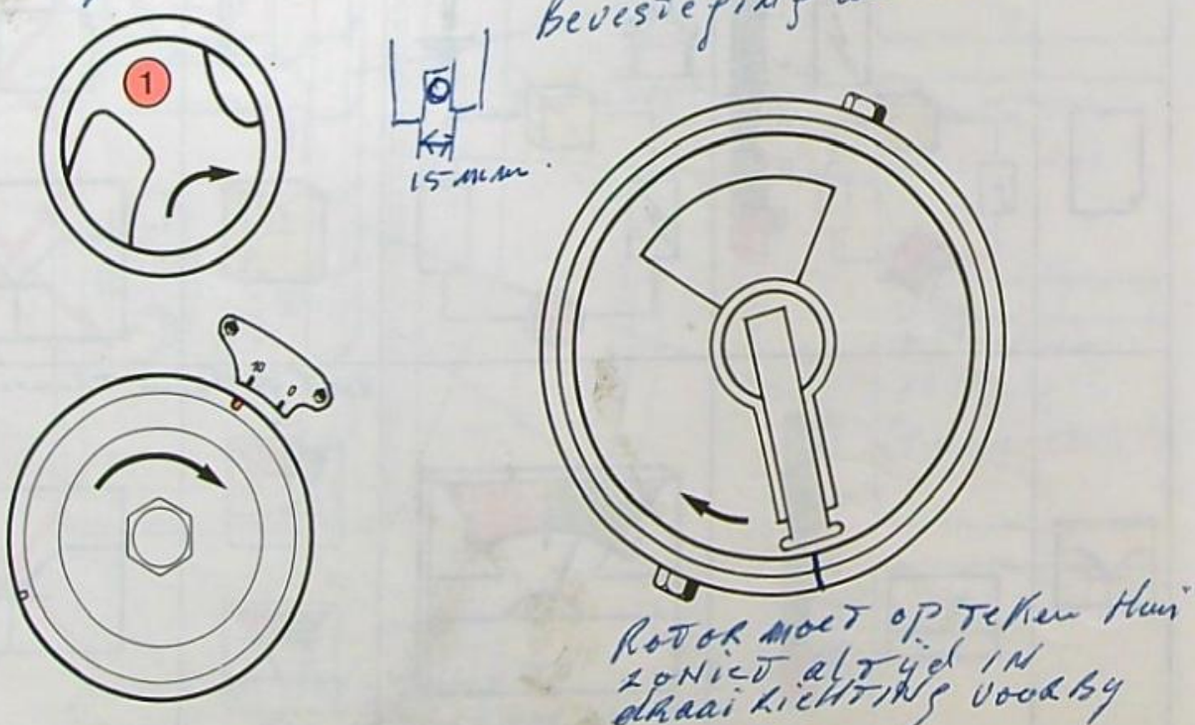
– **Etalonnage réglette**
– Calibration scale
– *Eichung Skalenplatte*
– Posizionamento della piastrina graduata



afstelling gladde boog
1 op compl.
tor draaie NB. 1 voor gat.
en in uitsparing.

Verdeler mond.
nm pulsgever verd.
draaie tot 10° in
draai richting.

– **Montage distributeur**
– Distributor fitting
– *Montage Zündverteiler*
– Montaggio distributore



bevestiging aanmotor.

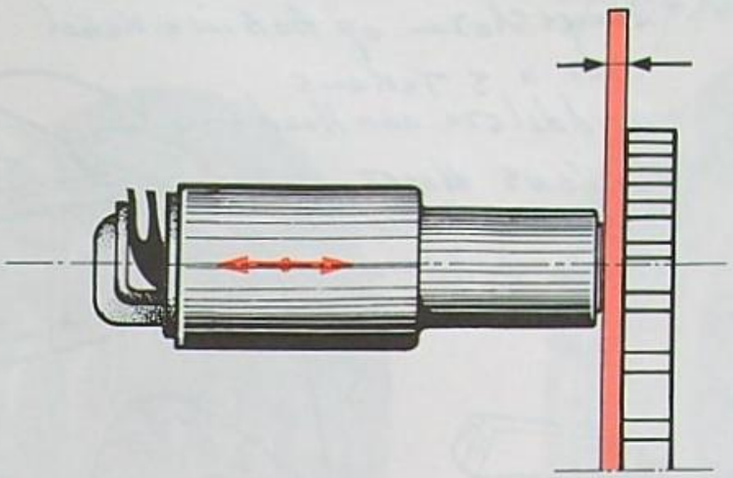
15 mm.

Rotor moet op teken Hui
zonicd altijd in
draai richting voorby
merk teken.

Entre fer capteur
Captor air gap
Spaltbreite Impulsgeber
Intraferro trasmettitore d'impulsi

0,5 ± 0,05

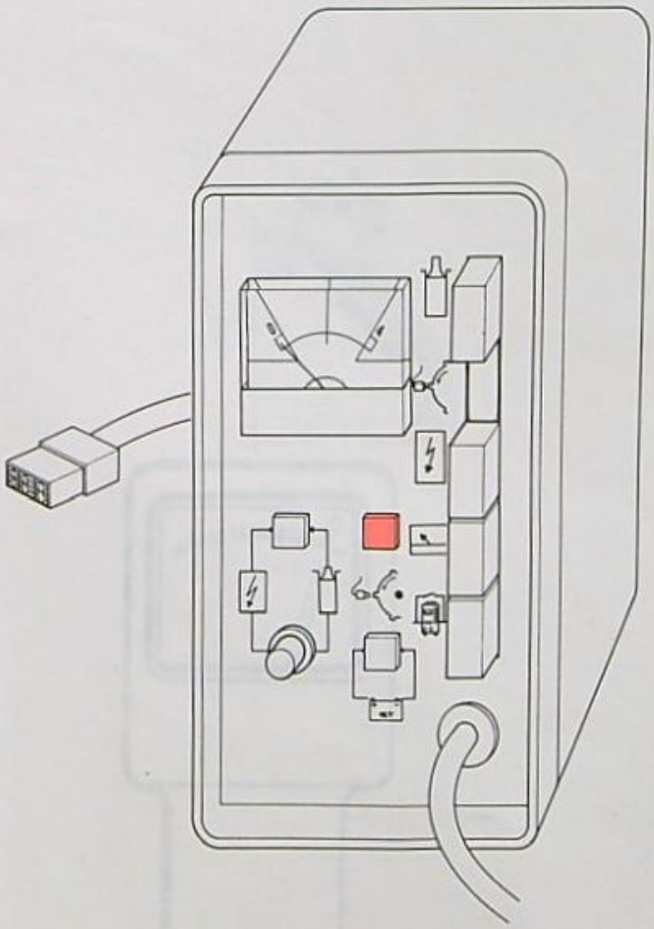
afstellen door klepdeksel te demonteren met kleppenmaat/e. Let op het juiste bouwjaar

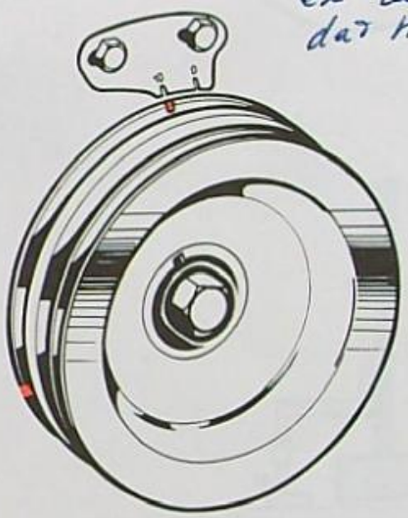


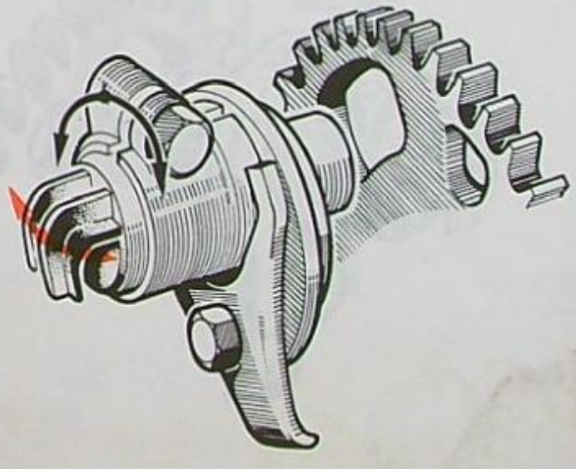
Calages
Setting
Einstellungen
Messe in fase

– **Statique avec coffret de contrôle**
– Static with control chest
– *Statisch mit Kontrollkasten*
– Statica con cofanetto di controllo

huis met impulsgever rechts om draaien tot lampje uitgaat en daarna links om dat het weer aangaat





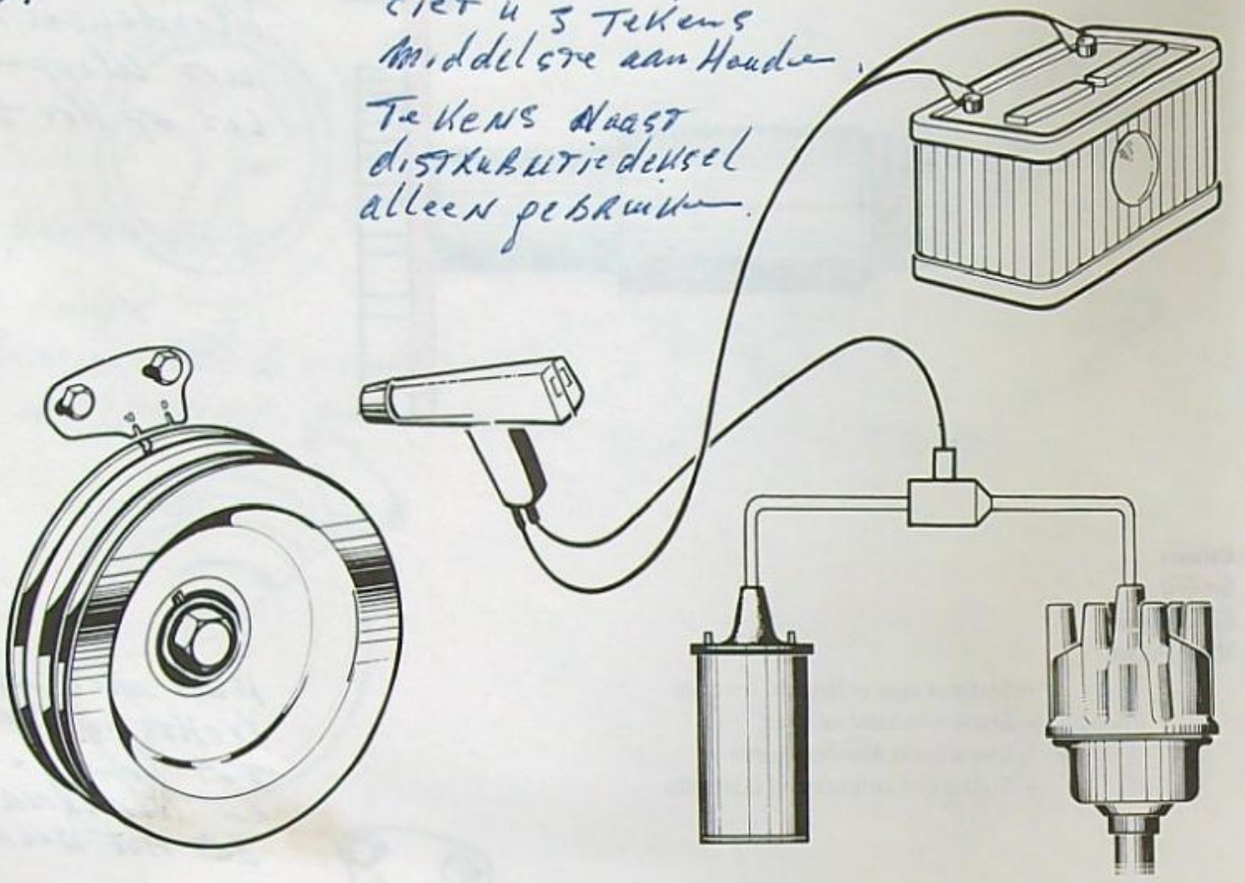


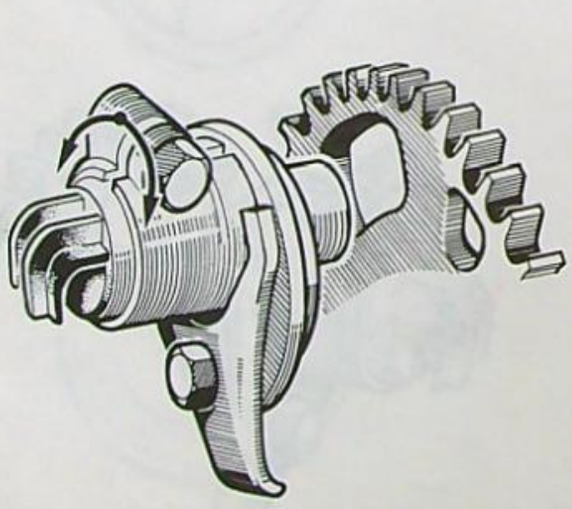
– **Dynamique avec lampe stroboscopique**
– Dynamic with stroboscope
– *Dynamisch mit Zündlichtpistole*
– Dinamica con lampada stroboscopica

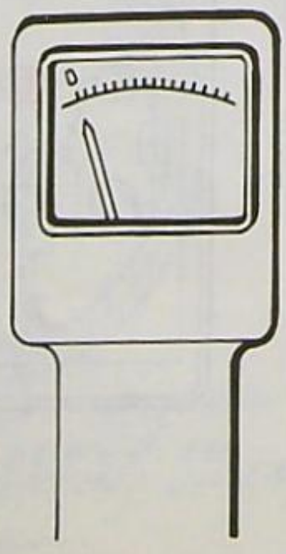
afstellen zonder vacuum slang.
door verdraaien impuls geven.
ontsteking 10° toerental 800/900 P/min

Banjes aanhalen 1,5 mkg
Hamp.

aansluiten op bobine kabel
zie u 3 tekens
middelste aanhouden.
tekens naast
distributiedeksel
alleen gebruiken.

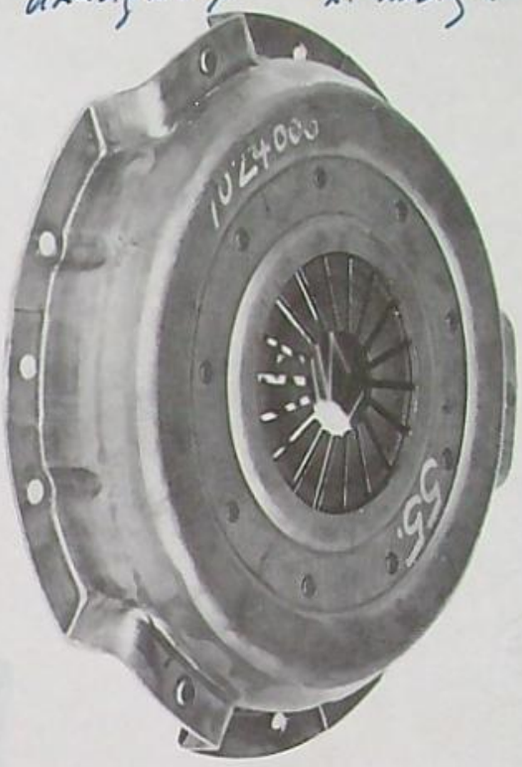


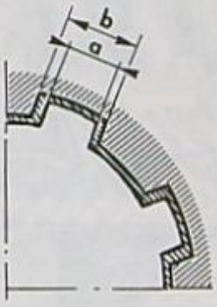


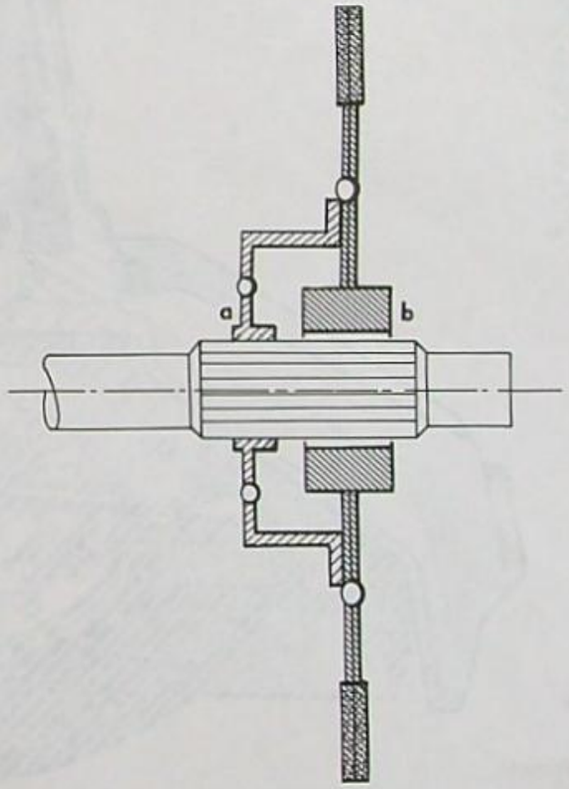


Type Luck 235
aanlegdruk 540 kg.
aant. kopp. 4,5 mkg.
voorzien van Loctite
drukgroep 2. mkg.

EMBRAYAGE
CLUTCH
KUPPLUNG
FRIZIONE



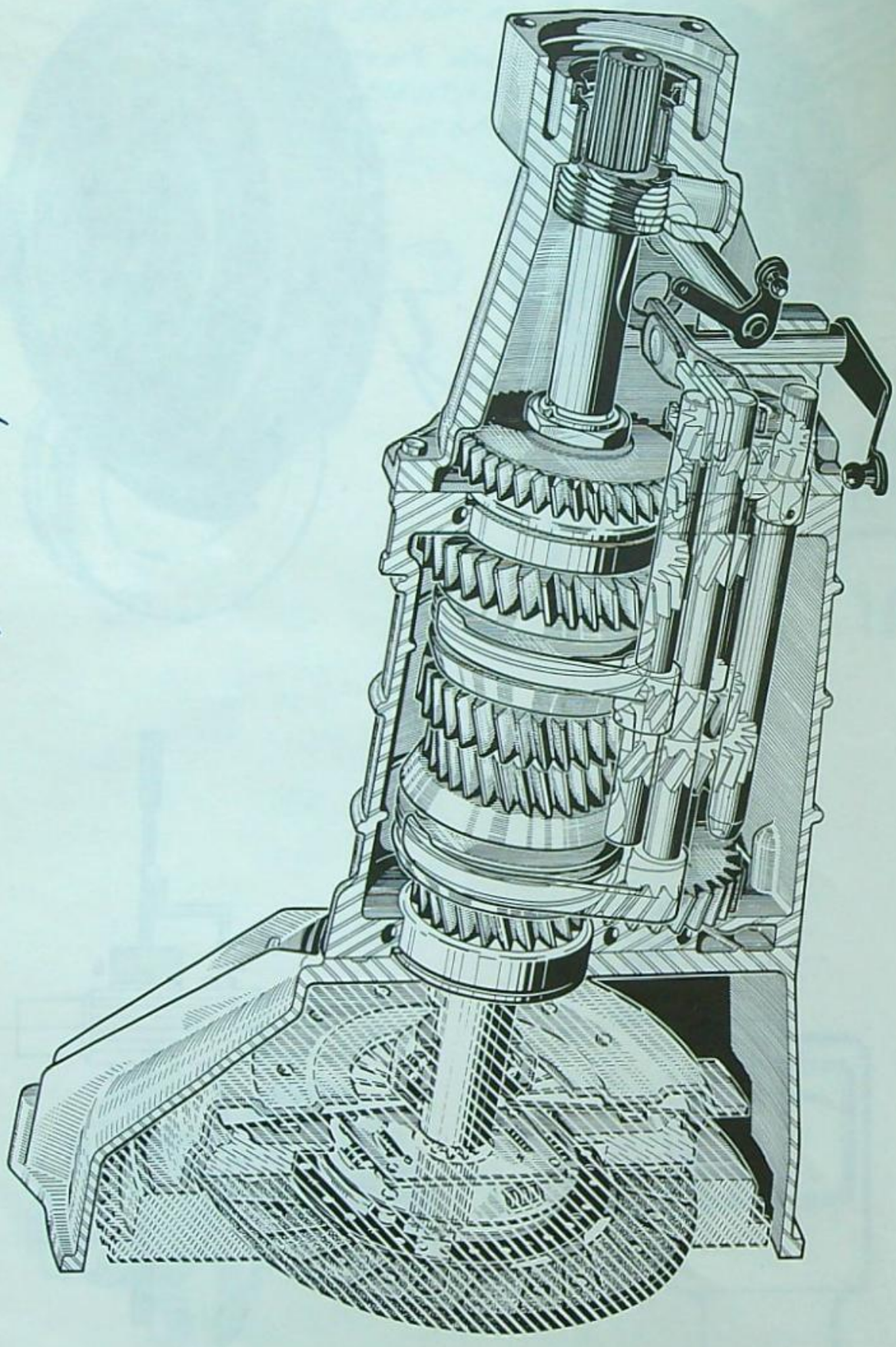




Lo.

B A 10 Bak.

BOITE DE VITESSES
GEARBOX
WECHSELGETRIEBE
CAMBIO DI VELOCITÀ



Achter- aandrijving 4 versnell. bak.
Olie inhoud 1,35 L.
Olie soort 40/50. Hetzelfde als motor.

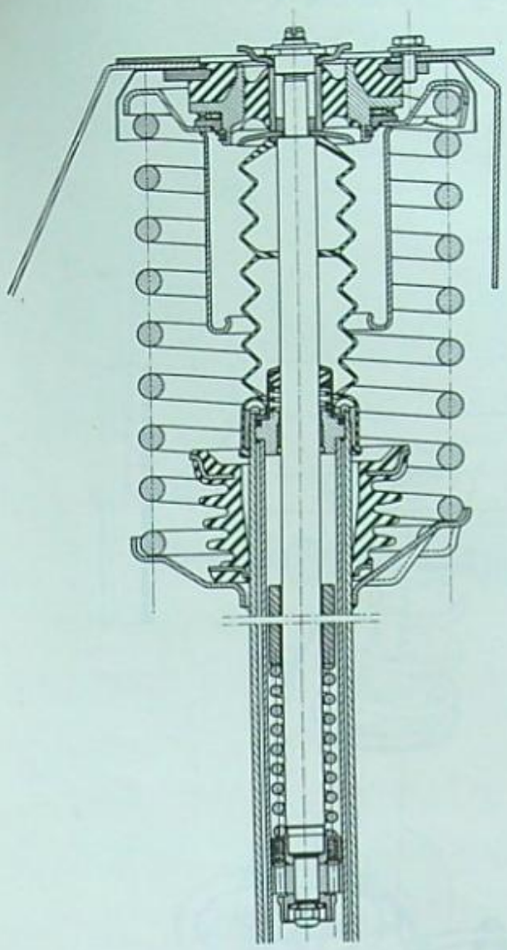
Cardan Type PC 7.
over Drive Pignon 10 x 37.
INH. 1,55L. olie.

504 Coupé Toespoor voor 3 mm ± 1 6g

Caster 3° 25' ± 30'

Camber -0° ± 45'

KPI 10° 50' ± 30'



Toespoor achter 2 mm ± 1

Camber -1° 30' ± 30'

ook 604

met kem klem voor.

Konische lagers.

moer vastzetten met 4 mkg.

dan los dan weervast 1 mkg.

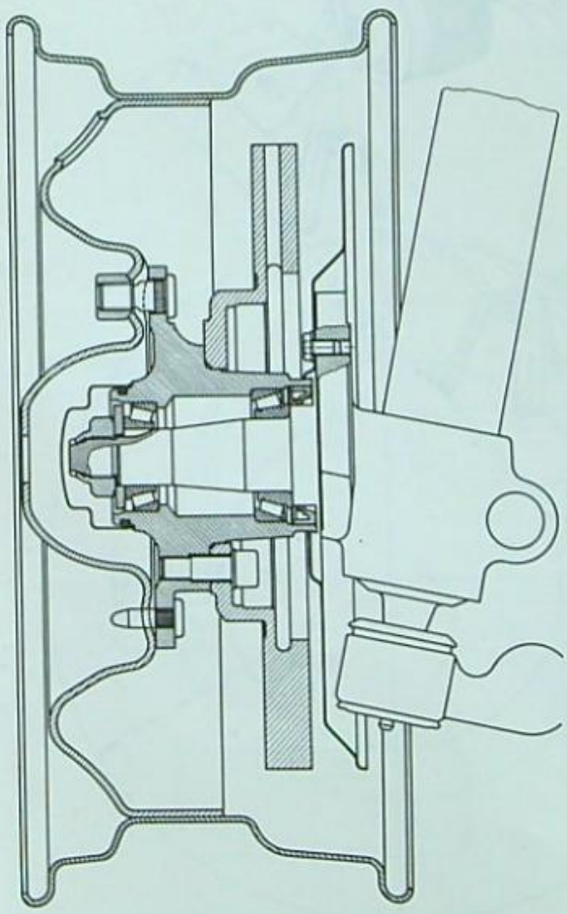
calyber mond.

Wielbout links van gleuf.

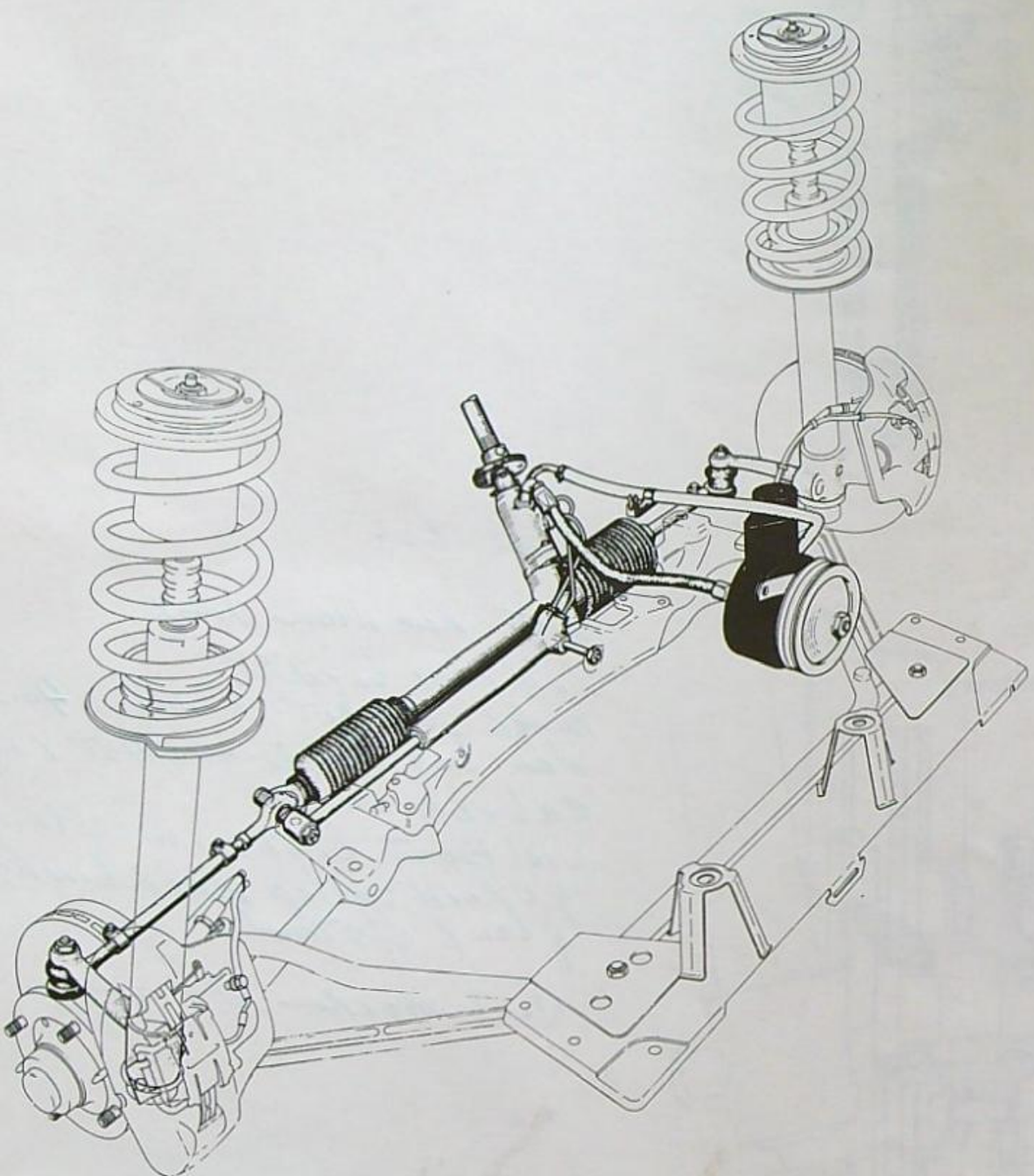
gereedschap naar links draaien

gleuf afstand.

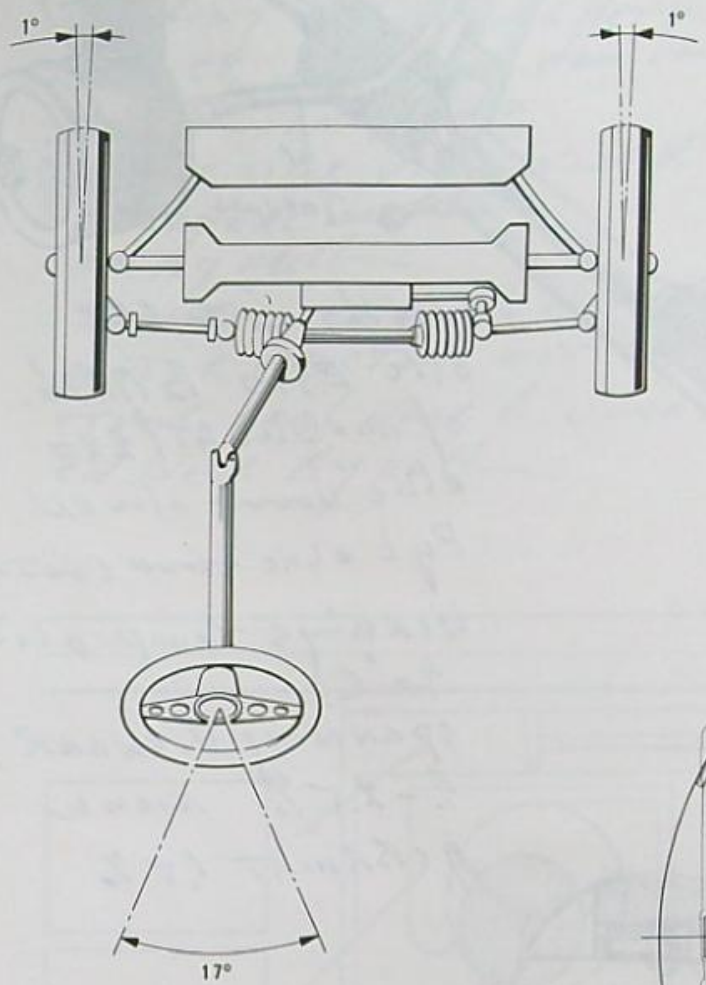
Wielmoeren 8,5 mkg.

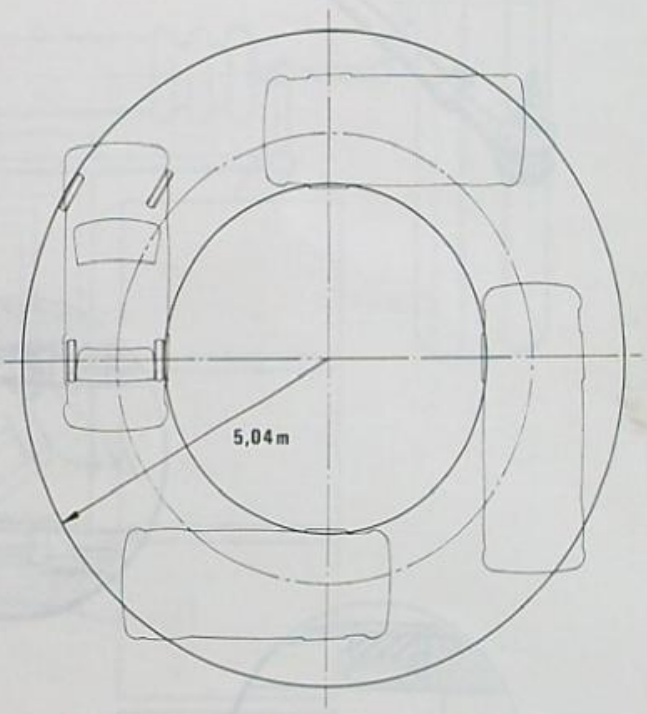


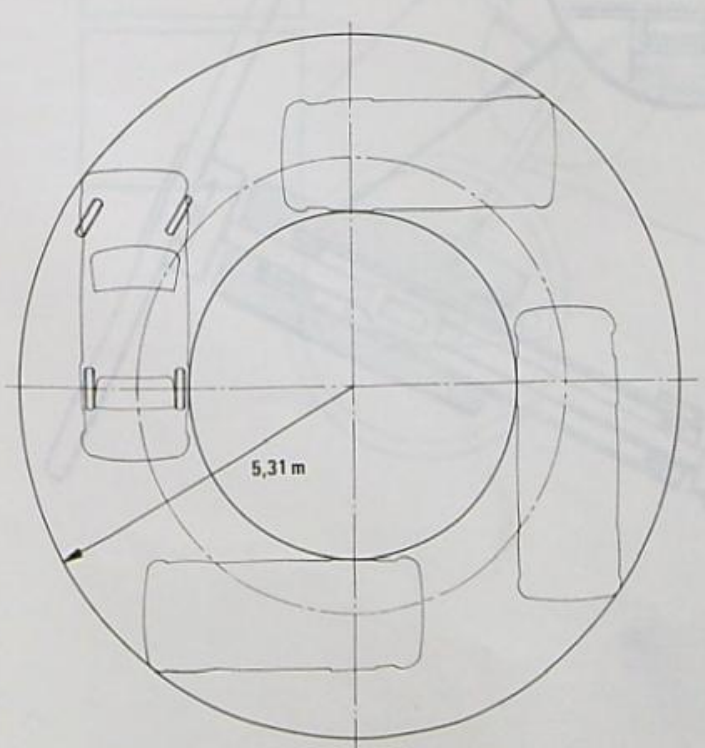
DIRECTION
STEERING
LENKUNG
STERZO

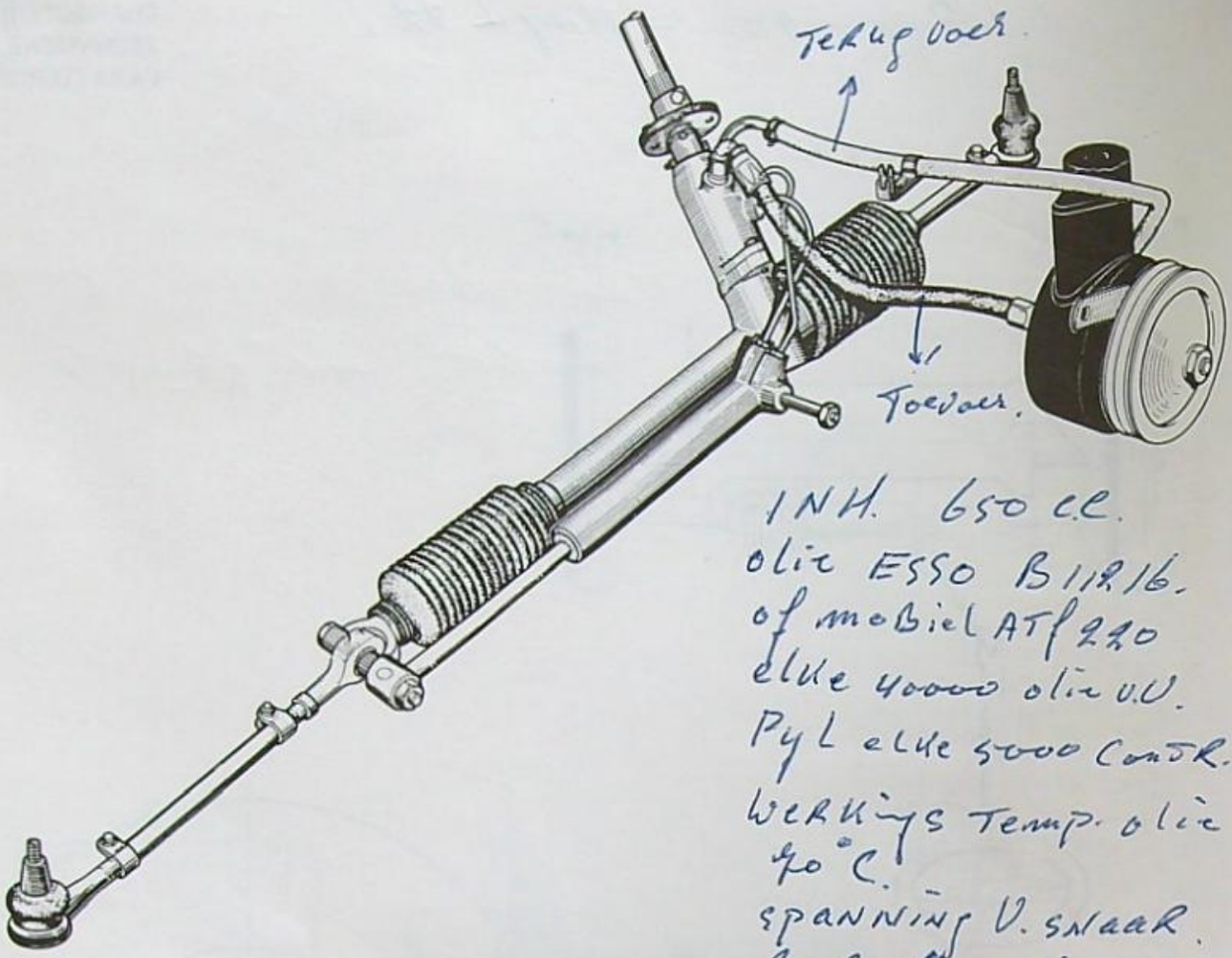


Totale stuurmiddag 3,5 omwenteling
Pignon 9 tanden Hoogte 32.

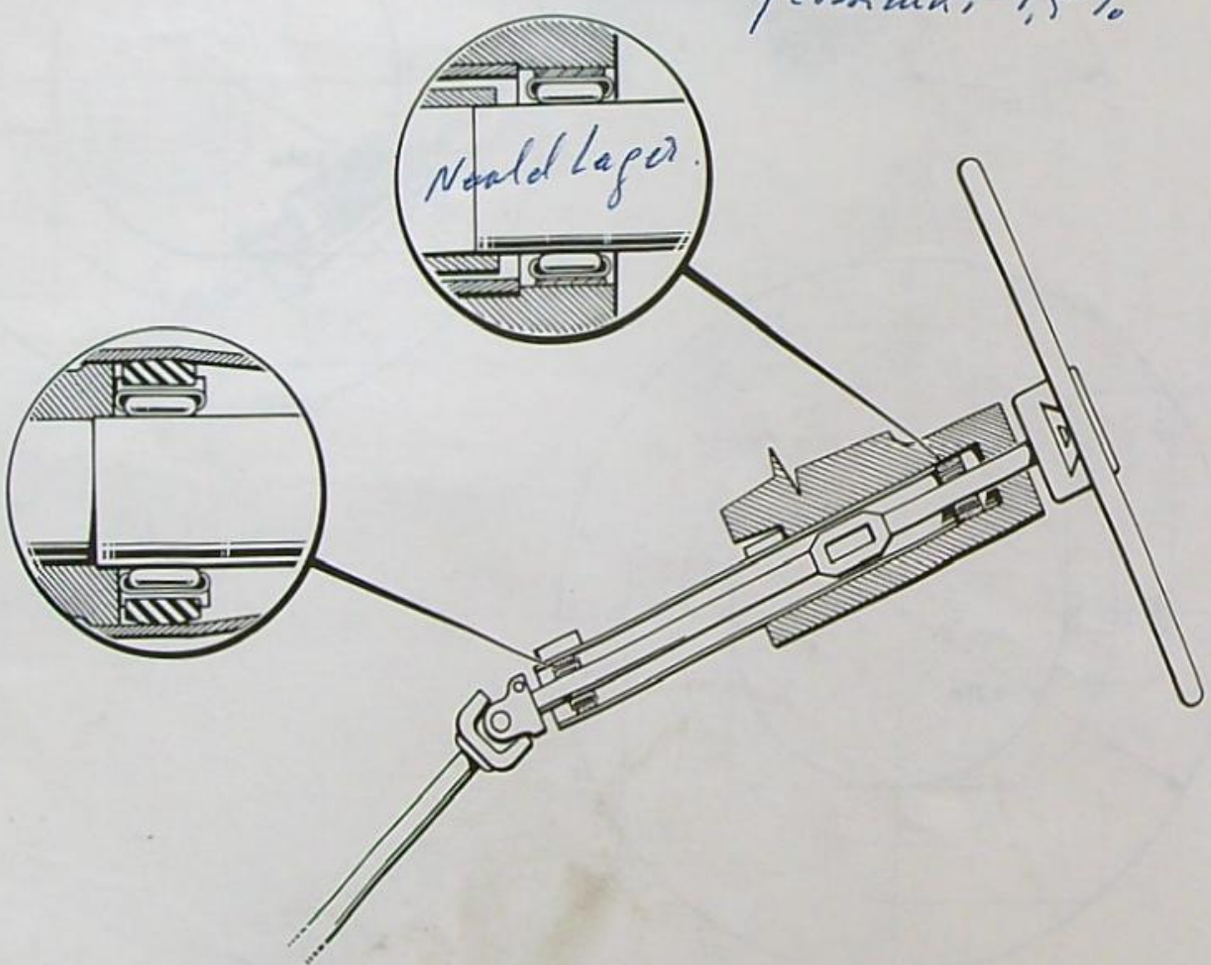






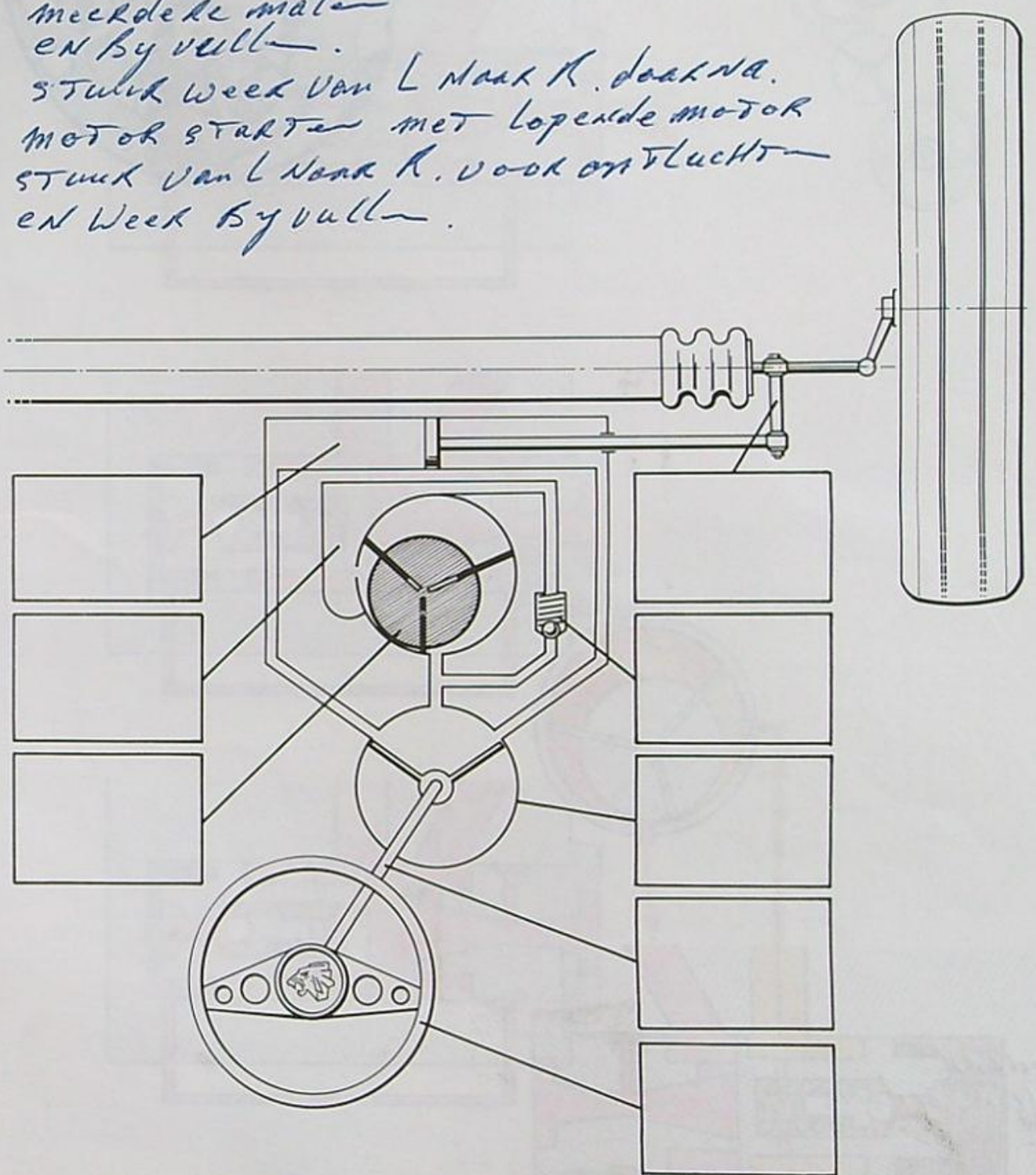


INH. 650 c.c.
olie ESSO B 11.16.
of mobiel ATF 220
elke 40000 olie V.V.
Pyl elke 5000 Contr.
werkings temp. olie
40° C.
spanning V. snaar.
2 - 2.5 % Nieuw
gebruikt 1,5 %



olie V.V.
aftappen van olie.
Toevoer leiding los aan pomp.
STUUR wiel van L naar R. draaien
meerdere malen.
Leiding VAST voor het vullen.
650 cc INKan dan van kan.
350 cc IN POMP.
STUUR WEER VAN L. NAAR R.
meerdere malen
EN BIJ vullen.
STUUR WEER VAN L NAAR R. DAARNA.
MOTOR STARTEN MET LOPENDE MOTOR
STUUR VAN L NAAR R. VOOR ONTLUCHTEN
EN WEER BIJ vullen.

PRINCIPE D'ASSISTANCE
ASSISTANCE PRINCIPLE
LENKHILFEPRINZIP
PRINCIPIO DEL SERVO FRENO



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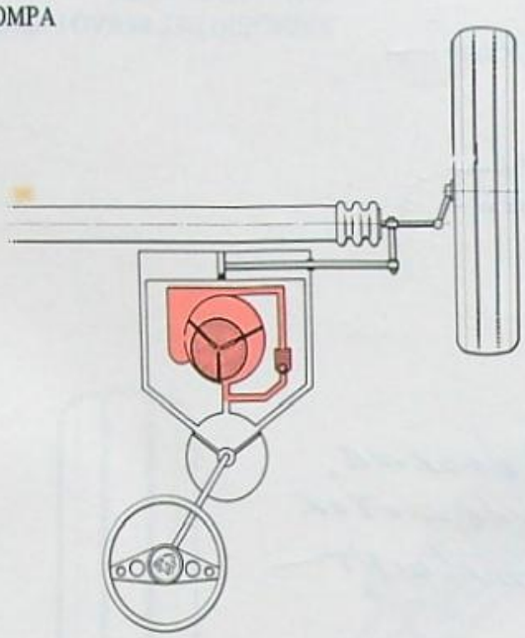
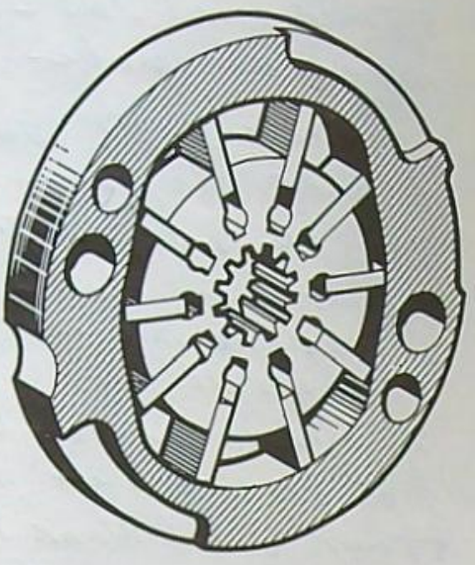
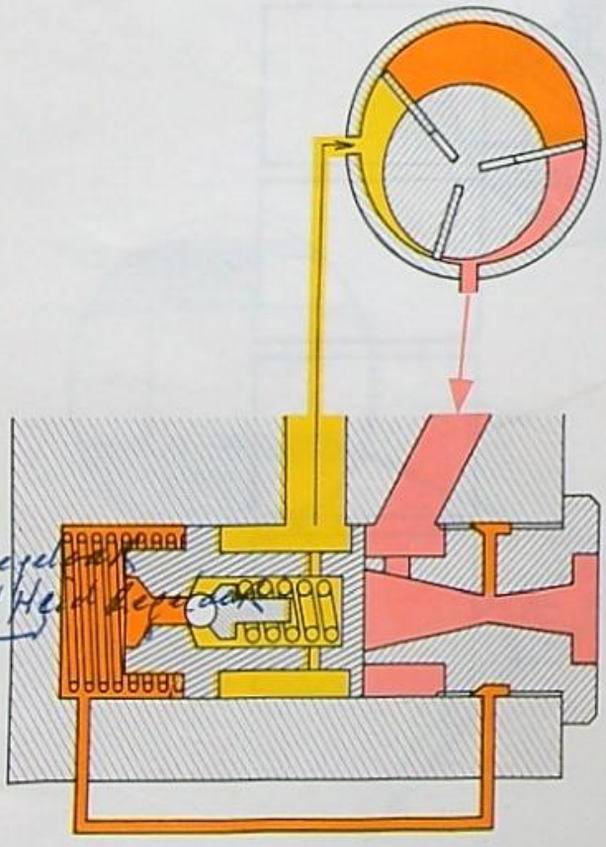
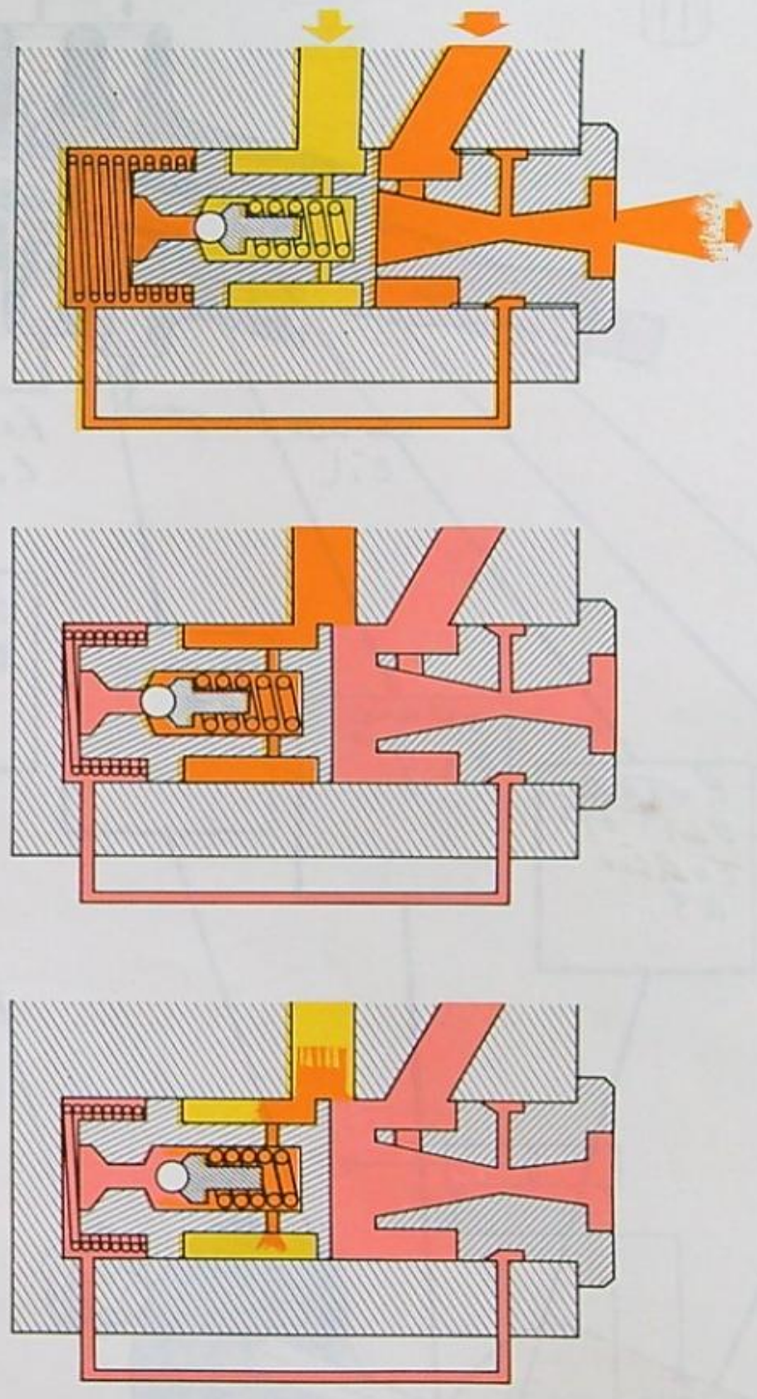
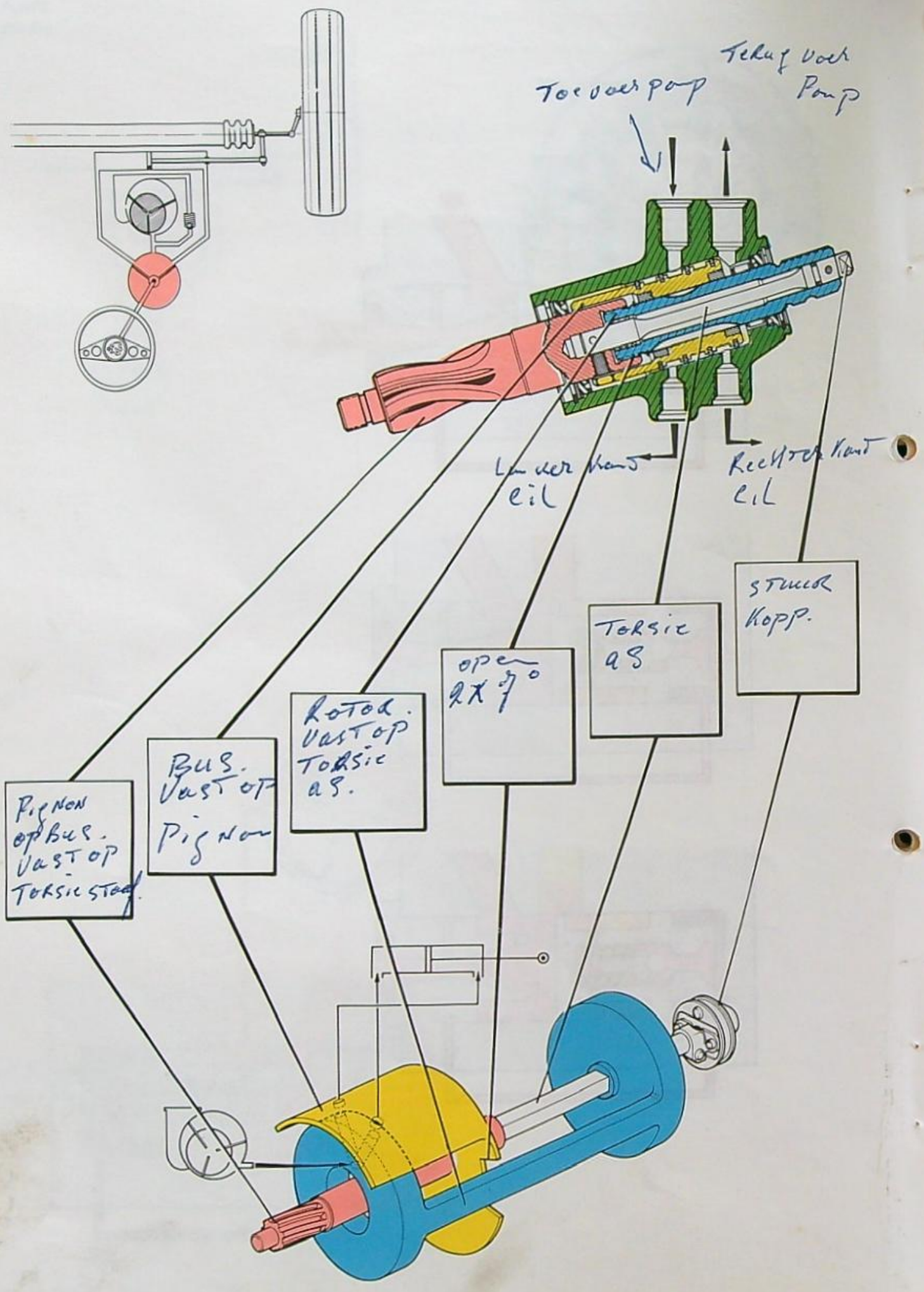
POMPE
PUMP
PUMPE
POMPA





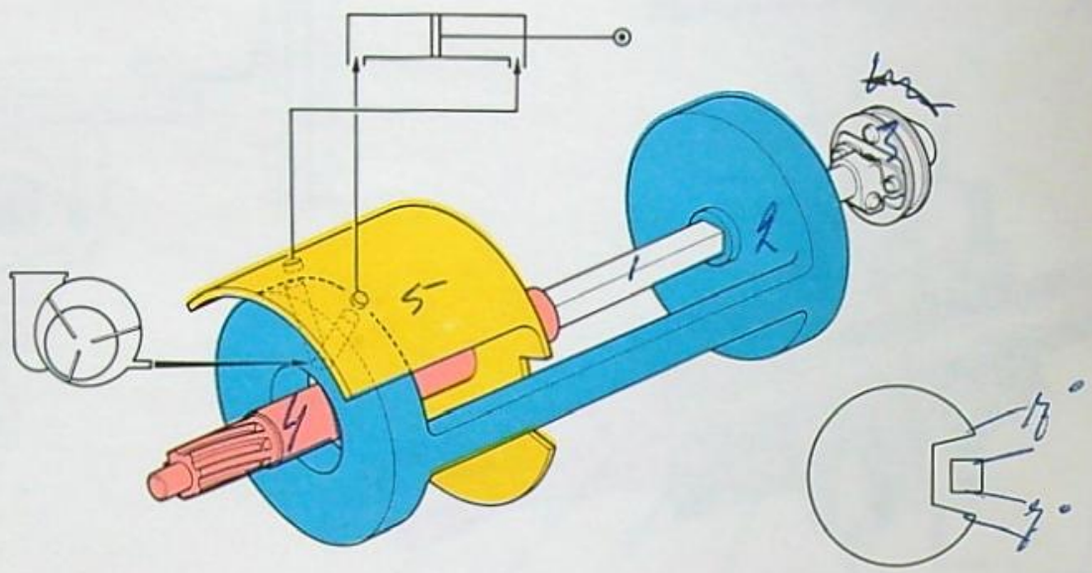


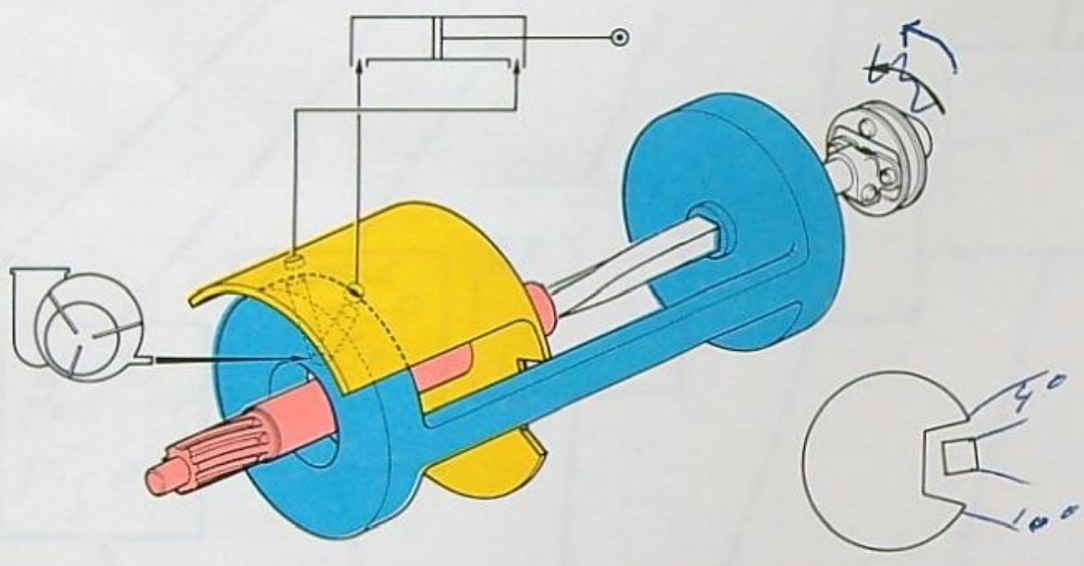


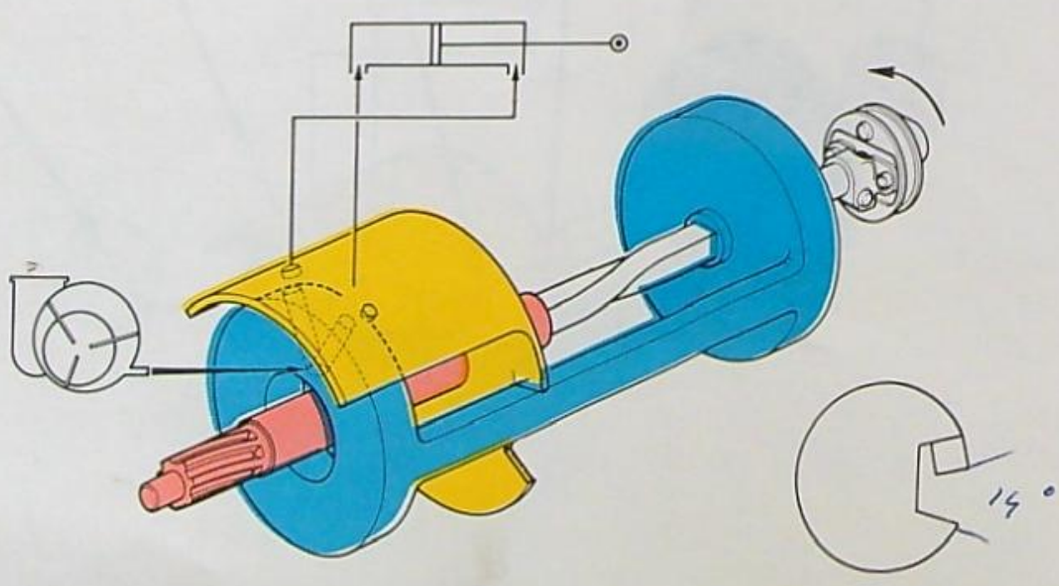


1.2.3. een pelheel met stuk
4.5. een pelheel met wiel

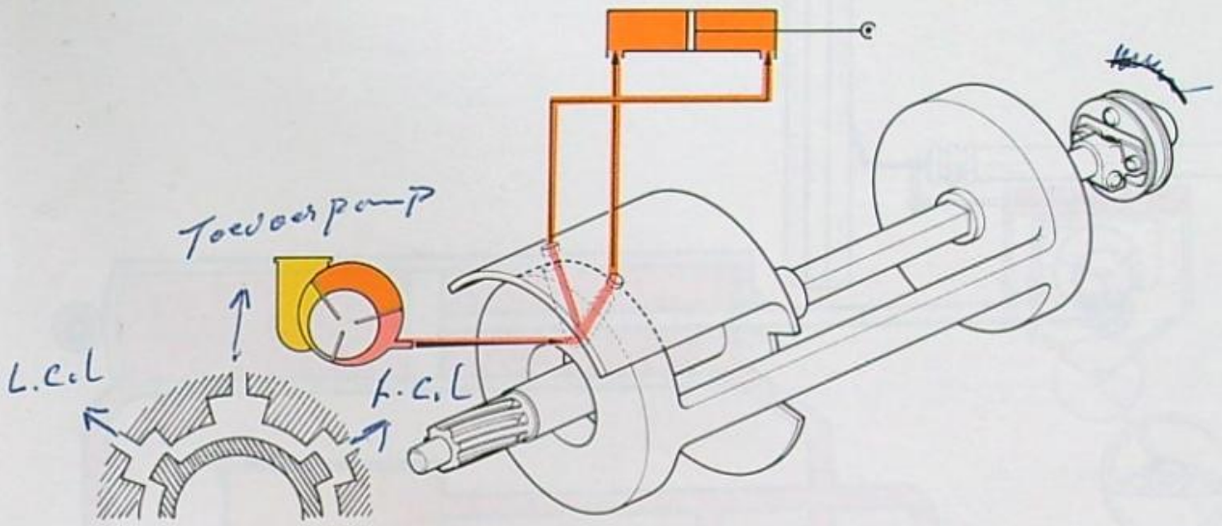
FONCTIONNEMENT MECANIQUE
MECHANICAL WORKING
MECHANISCHE FUNKTIONSWEISE
FUNZIONAMENTO MECCANICO

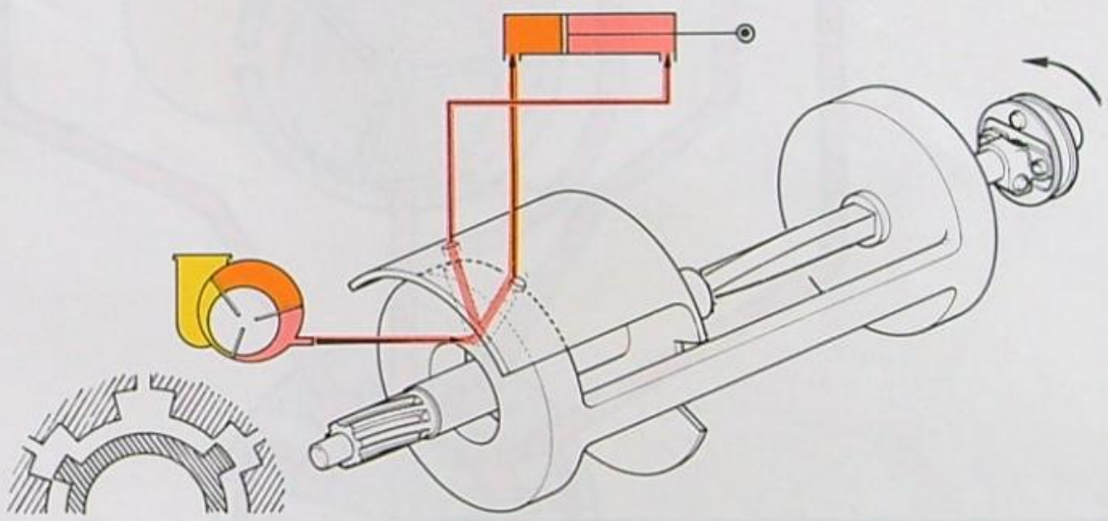


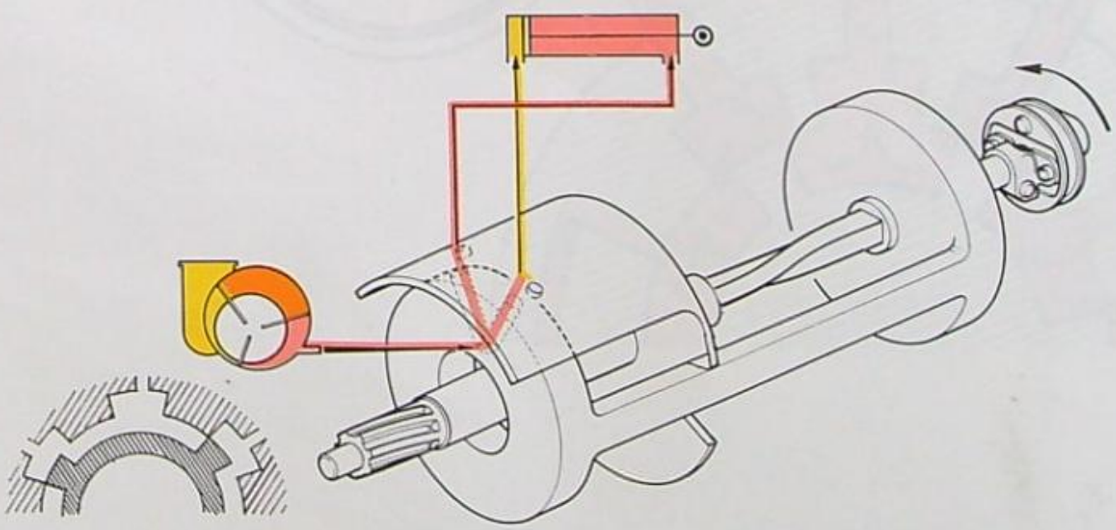




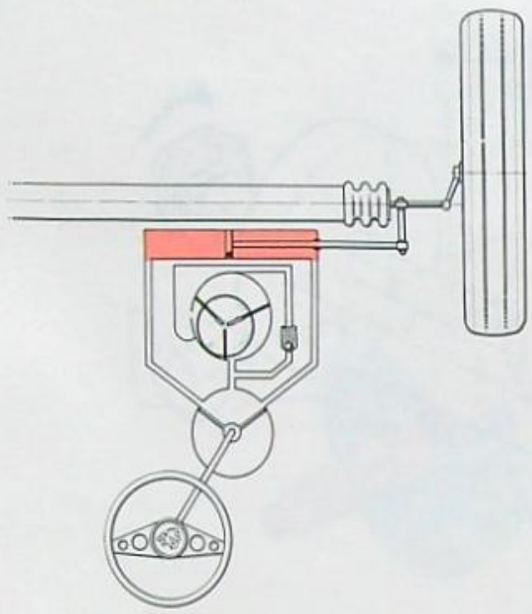
FONCTIONNEMENT HYDRAULIQUE
HYDRAULIC WORKING
HYDRAULISCHE FUNKTIONSWEISE
FUNZIONAMENTO IDRAULICO

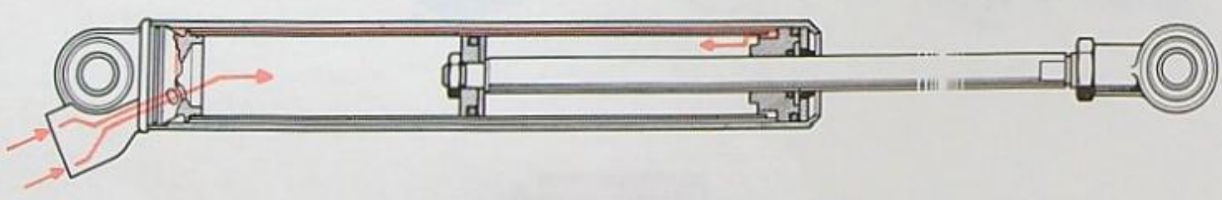




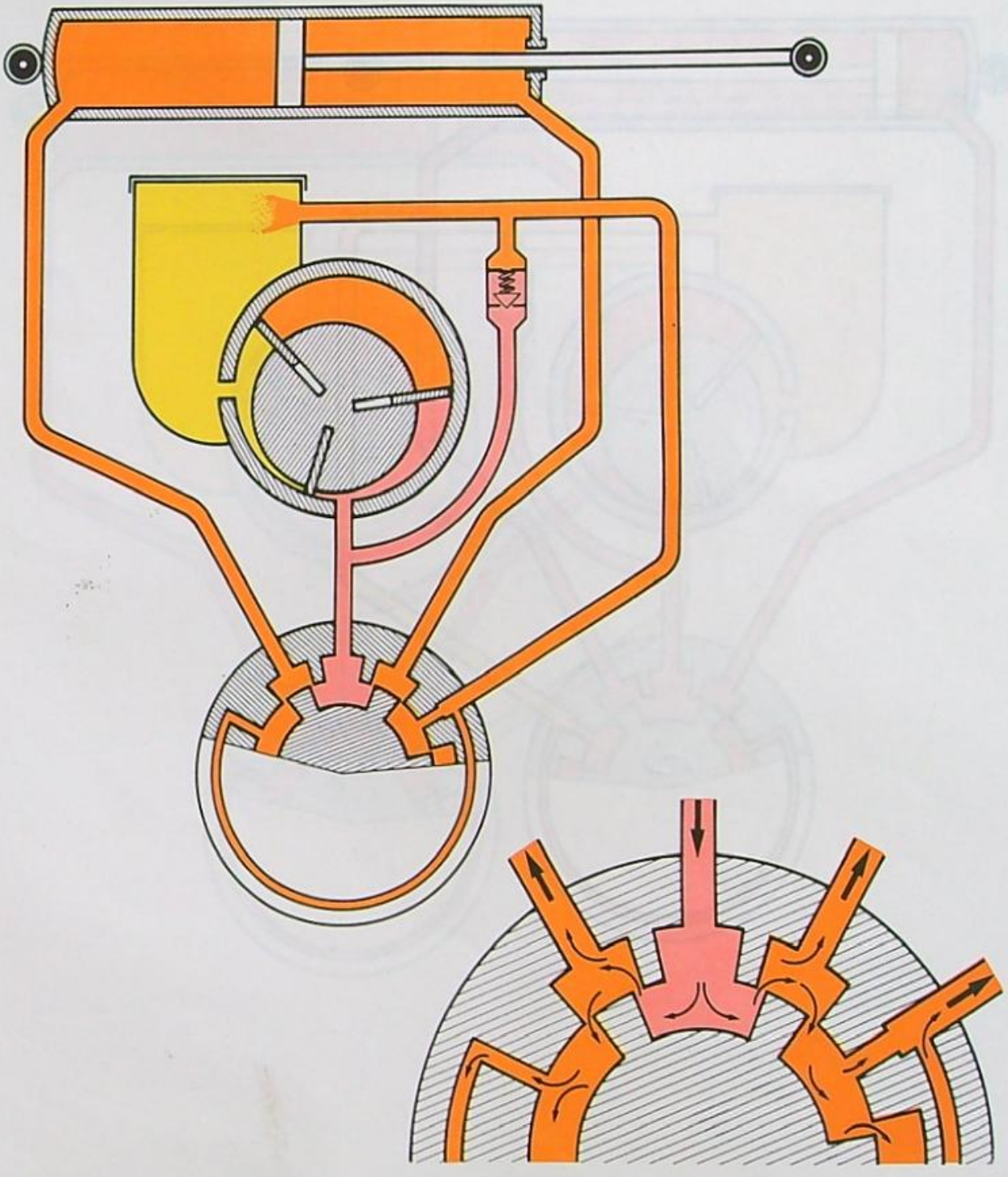


VERIN
JACK
DRUCKZYLINDER
CILINDRO DI COMANDO

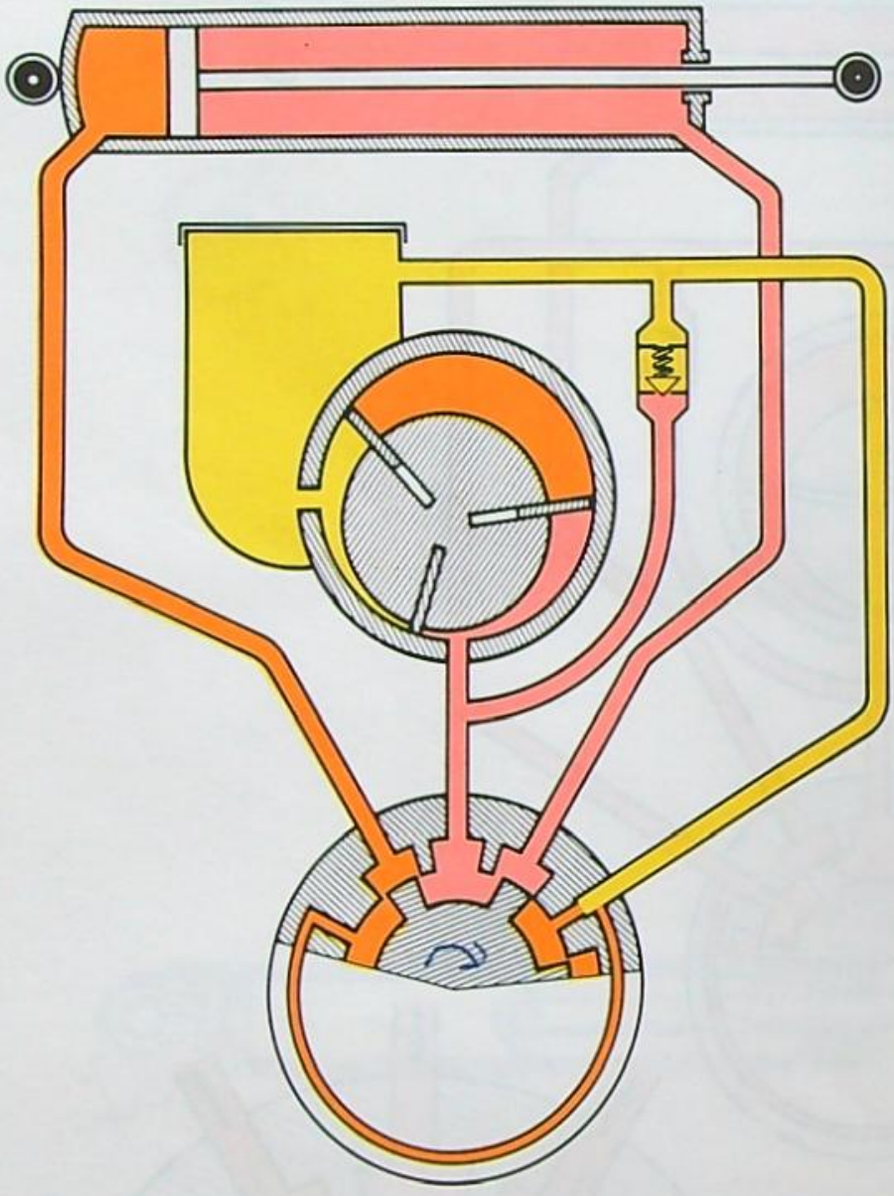




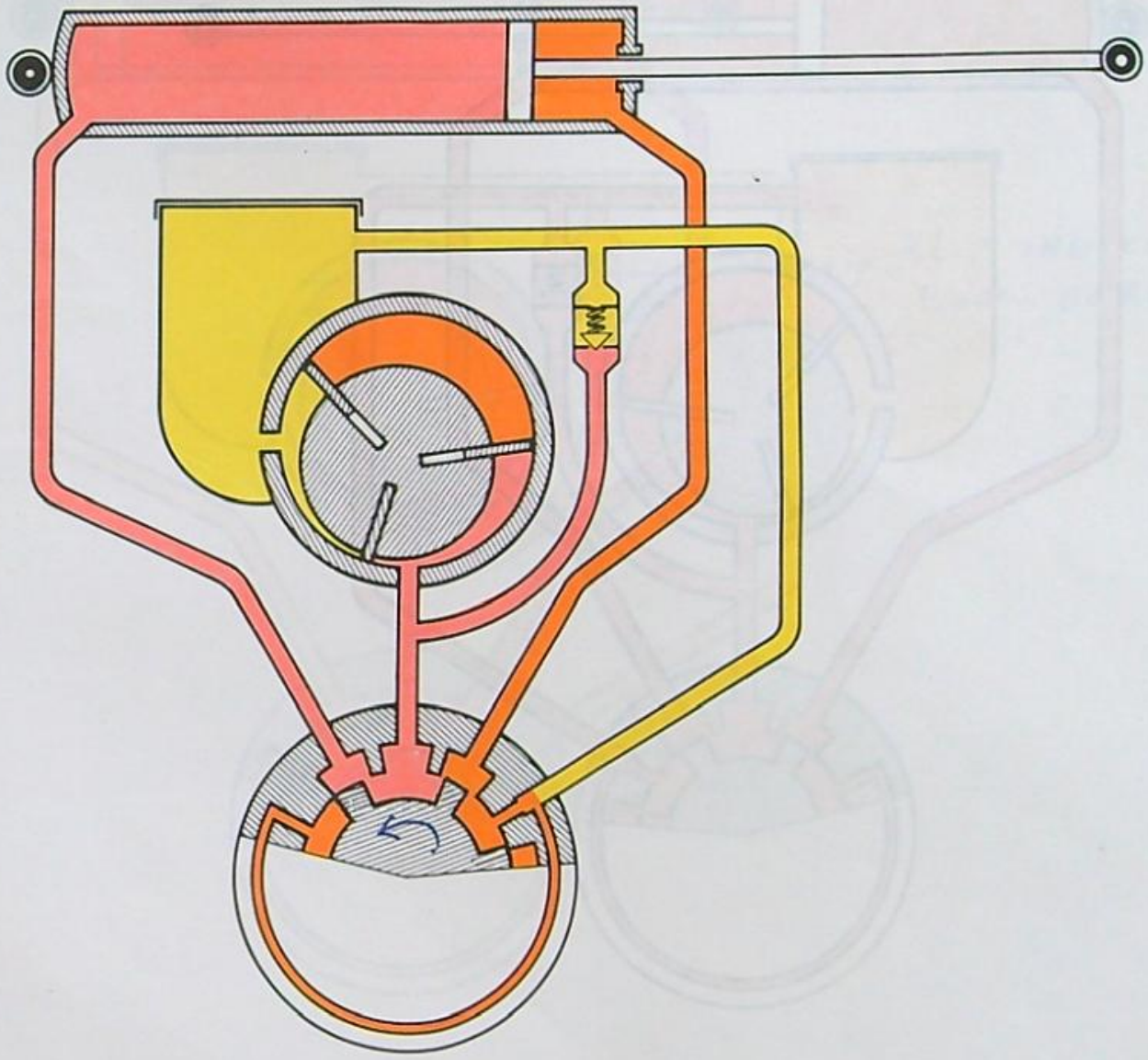
Effort nul sur le volant
Effort on the steering wheel nil
Keine Lenkradbeanspruchung
Sforzo nullo sul volante



Braquage à droite
Right turn
Rechtseinschlag
Sterzata a destra



Braquage à gauche
Left turn
Linkseinschlag
Sterzata a sinistra



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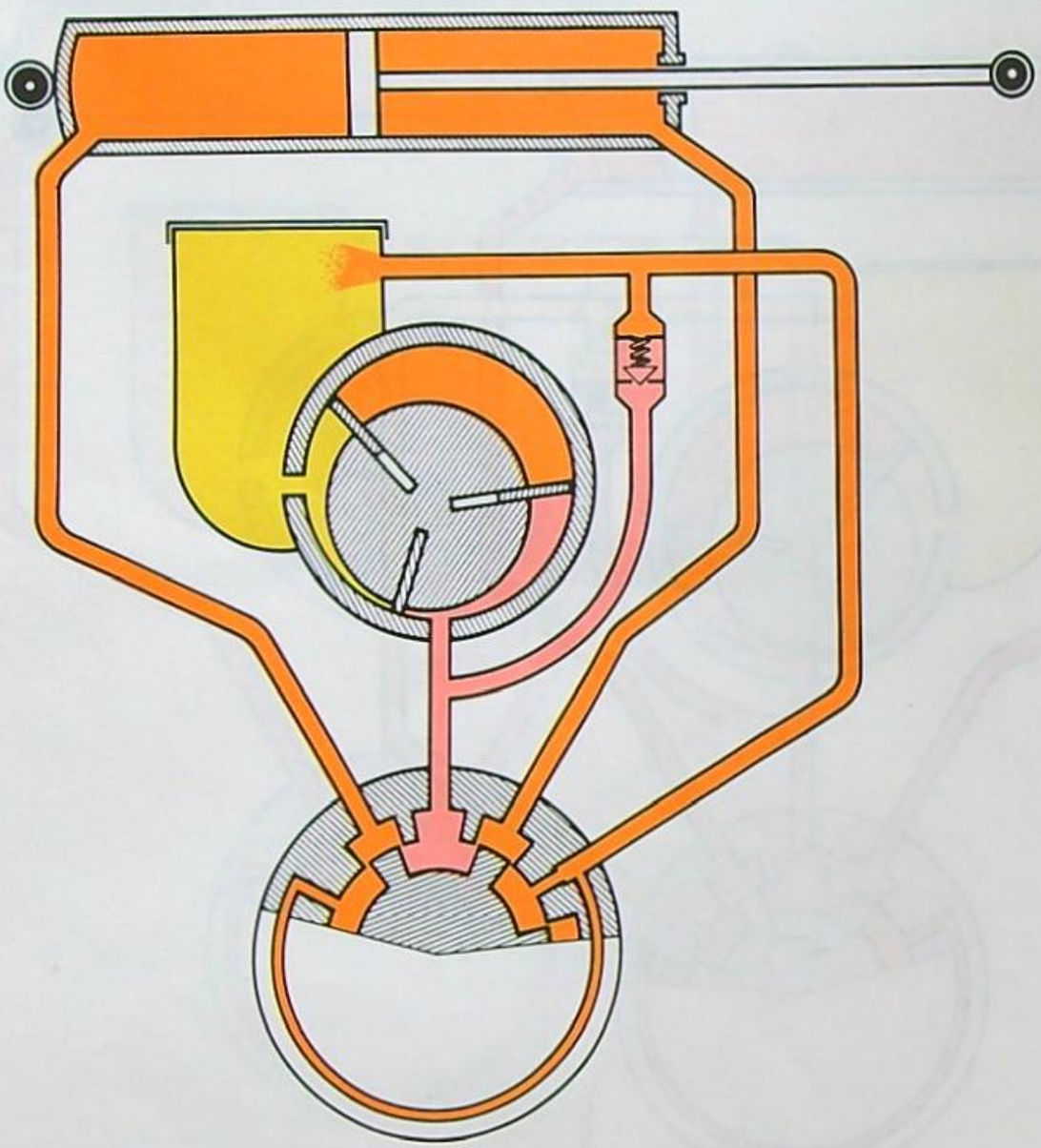
Retour en ligne droite
Return in straight line
Rückkehr in normalstellung
Ritorno in linea retta



Braquage à fond
Complete turn
Volleinschlag
Sterzata a fondo