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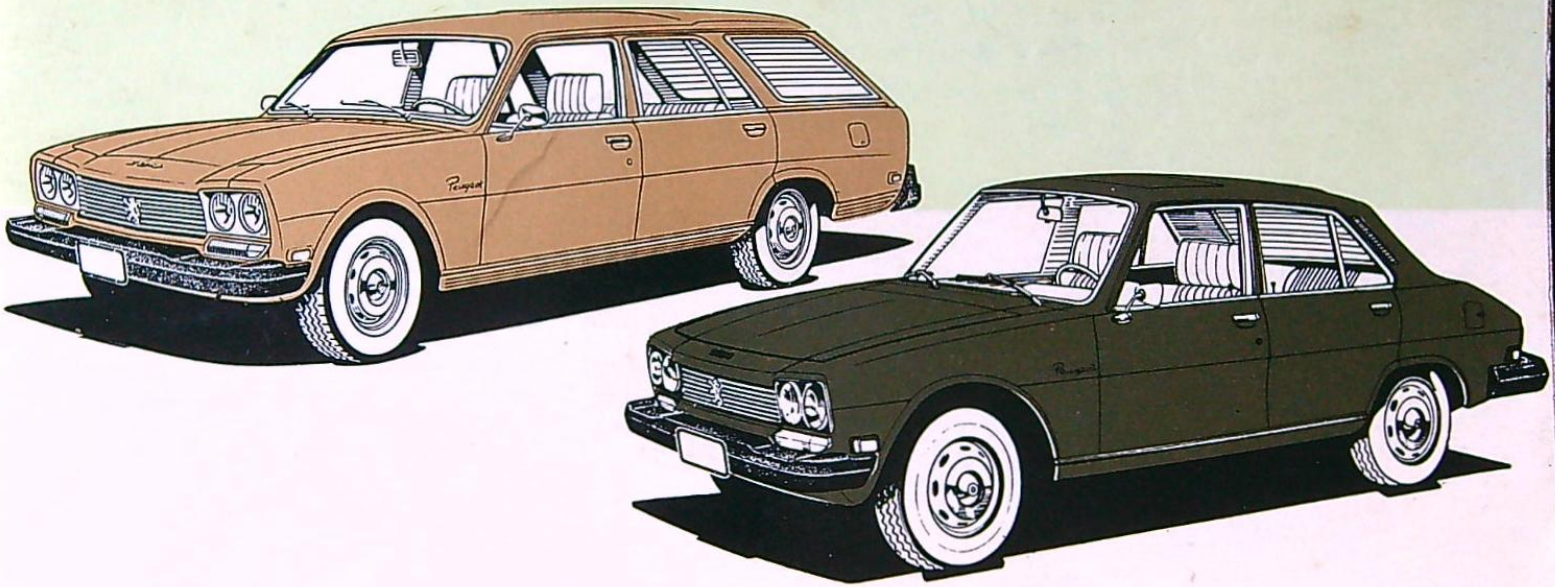
504

Instructions
Maintenance



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This Owner's Manual covers the following 1976 model vehicles :

SEDAN
STATION WAGON } *with manual transmission*

SEDAN
STATION WAGON } *with automatic transmission.*

All 504 models meet U.S. regulations concerning :

- *mechanical equipment and body design*
- *anti-pollution laws, through installation of the following :*
  - *exhaust emission control device*
  - *oil sump gas recirculation (P.C.V.)*
  - *device for preventing evaporation of gasoline.*
  - *deceleration valve "COPPOLAIR" for California vehicles only.*

These devices are described in the following pages.

To ensure that the exhaust emission control remains within the limits set by the regulations, your 504 should be serviced according to the instructions given in the Maintenance Record Book issued with the car. The various checks and adjustments mentioned in the Maintenance Record Book must be carried out by an authorized Peugeot dealer following the instructions given in the Owner's Manual and the Workshop Manual.

Use of the vouchers in the Maintenance Record Book will serve as proof that the instructions have been adhered to, both for the authorities and for any subsequent purchaser of the vehicle.

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summary

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AUTOMOBILES
PEUGEOT
DIRECTION APRÈS - VENTE
75, Avenue de la Grande-Armée - PARIS 16e
Téléphone : 267.20.00

PEUGEOT, INC.
300 Kuller Road
Clifton - N.J. 07011

You have just taken delivery of your 504.

In order to get acquainted with the model, read the Owner's Manual (if a Diesel, refer to the booklet titled "Special Diesel Characteristics"), and carefully follow the instructions given.

Take note of the important paragraphs which are printed on a colored background.

When repairs are necessary, insist on the use of Genuine PEUGEOT parts, which are manufactured exactly like the ones used in production and ensure perfect interchangeability.

For all information concerning PEUGEOT contact your local dealer or his Regional Office.

Do not forget to mention the serial number of your car and its mileage in all correspondence.

We wish you many happy years of motoring.

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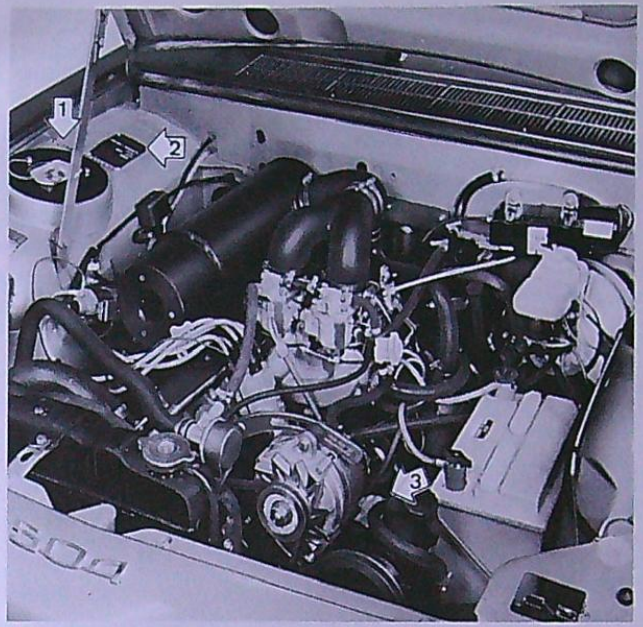


1 - Serial number

2 - Makers' plate

3 - Engine number (on mounting lug)

IDENTIFICATION

Owner's name : .....

Address : .....

.....

Serial n° : .....

Ignition and door key N° .....

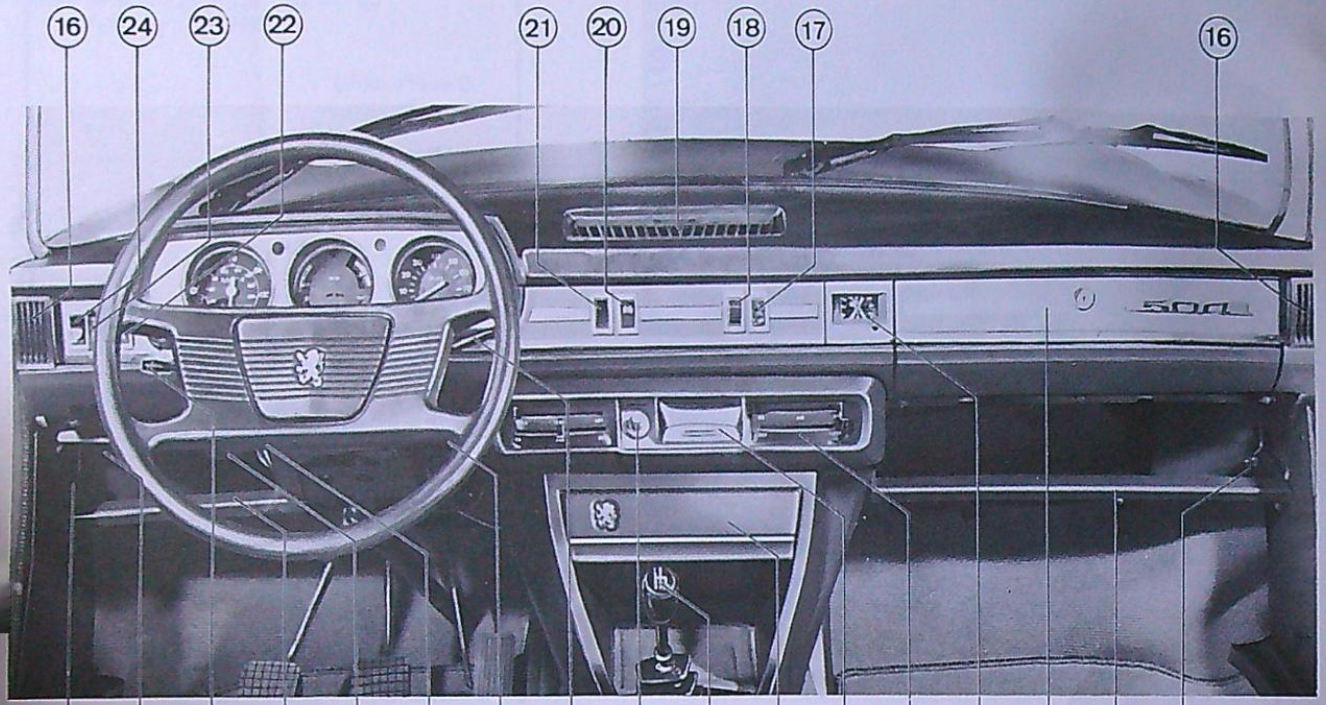
Trunk/Tailgate and glove box key N° .....

.....

INSURANCE C° : .....

Address : .....

Policy n° : .....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Before you turn the key

Look at the illustration of the dashboard. Peugeot follows modern european practice by locating controls at the driver's fingertips, so some controls will be different from those of an American-made car. The numbered photo on the facing page locates operating, comfort and convenience controls. They are explained in the following pages.

1 - Fresh air vent levers (under dashboard).

2 - Fuse box (under dash).

3 - Light switch and windshield washer.

4 - Underdash parcel shelf.

5 - Hood release.

6 - Ignition switch - steering lock.

7 - Choke knob.

8 - Turn signals and horn.

9 - Cigare lighter.

10 - Gear shift lever.

11 - Panel for optional radio.

12 - Ash tray.

13 - Heater/ventilation controls.

14 - Electric clock.

15 - Locking glove compartment.

16 - Dashboard air vents.

17 - Safety belt warning light.

18 - Rheostat for instrument lights.

19 - Adjustable, face-level air vent.

20 - Rear-window heater switch.

21 - Additional switch position.

22 - Hazard flasher switch.

23 - Hazard warning switch and wiper switch illumination.

24 - Windshield wiper switch.

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Before starting the car

Check : - the position of your seat,
- rear view mirror setting,
- that the hand brake is "on",
- that the gear lever is in neutral, or N or P with automatic transmission,
- fasten seat belts.

Before starting out on a trip,

Check : - the operation of the dual brake system warning light 13 (page 13) by operating the hand brake lever.
- the levels of : - engine oil and water
  - hydraulic fluid
  - gas
  - windshield washer
- the headlamp beam setting
- the tire pressures.

TIRE PRESSURES			
Makes and types		Pressures in lbs/sq. in.	
		Front	Rear and spare wheel
Sedan GL	Michelin ZX	25.5	28
Sedan SL	Michelin XAS	24	28.5
Station Wagon	Michelin ZX reinforced	23	40

Break-in speeds

Modern cars do not require a tedious "break-in" period. Nonetheless, it is advisable to drive carefully for the first 600 miles to allow the internal parts of the engine to free up and seat properly. The speeds shown (for manual transmissions) should not be exceeded. Gentle acceleration is also advisable. For automatic transmissions, use a "light foot", allowing the transmission to shift up at its lowest shift point.

1st gear	2nd gear	3rd gear	4th gear
15 m.p.h.	30 m.p.h.	50 m.p.h.	60 m.p.h.

Never deflate warm tires.

If you have to drive without having had the tire pressures checked when cold, increase the recommended cold pressures by 4 psi when checking the hot tires.

The correct pressures should be established, with the tires cold, as soon as possible.

After changing a wheel, due to a puncture, for example, drive at a moderate speed until the correct pressures are established.

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STARTING

The shift lever must be in neutral and the emergency brake on.

Use of manual choke

Your vehicle is equipped with a Manual Choke Control which **must** be :
- ACTIVATED manually by pulling out to the proper setting, and
- DEACTIVATED manually by returning the choke control to the off position.

The choke control is to be used only in very cold weather or with a cold engine.

With a cold engine :
- use the intermediate setting if outside temperature is above 60° F (15° C),
- use the full choke setting if outside temperature is below 60° F (15° C).

In both cases, reduce the choke as soon as possible.

On cold days, go from full to partial choke as soon as possible.

After reachting this partial or intermediate position, the engine should not be operated for more than one minute without returning the choke control to the off position.

On warmer days, push the choke control off (from the intermediate position) after one minute of operation.

The manual choke control is equipped with an automatic safety override device whose function is to return the choke control to the fully off position in the event the driver neglects to return it before the engine has reached normal operating temperature.

This safety choke override device should **not** be interpreted as an automatic return in place of the driver's normal manual operation of the choke control as previously described.

WARNING

Possible malfunction of automatic safety choke override device combined with driver misuse of the choke control.

The malfunctioning of the automatic safety choke override device, wich might be caused by an electrical failure could, if the driver does not **shut** off the choke control manually, in certain cases and especially at idle, cause an excess of fuel in the engine. This excess of fuel creates an abnormally rich mixture containing unburned fuel which, when combined with fresh air, could possibly result in :
- overheating of exhaust manifold, thermal reactor, exhaust pipes and muffler.
- high exhaust gas temperature.

This malfunctioning can easily be detected by the driver if the temperature gauge indicates a normal operating engine temperature range and the yellow choke indicator light is still "on".

It can also be detected when the driver senses an abnormal vehicle behavior and the engine has reached its operating temperature :
- engine irregularities or stall at idle,
- noticeable bog during acceleration possibly resulting in a stalled engine,
- loss of power,
- fast idel (can be noticed on the tachometer on *SL).*

If this should occur, the driver should immediately return the choke control to the off position and contact the nearest Peugeot dealer to have the automatic safety choke override device checked and fixed.

Any neglect on the part of the driver in respecting the recommendations mentioned above could, with the choke in the halfway position and under certain driving conditions such as urban, "stop and go" traffics, long idling periods, or towing a trailer over mountain roads, combined with a maladjusted mixture, result in :
- heating of the body with softening of noise-reduction materials, without deformation nor destruction,
- rising of the temperature in the trunk, without destruction of the vehicle components such as to alter the goods or properties placed therein by the vehicle's occupants.

therefore creating a potential risk of fire which might endanger the vehicle and persons or property in close proximity to the vehicle.

WARNING : Flammable materials or liquids should not be transported and/or placed in the vehicle's trunk.

With a warm engine, when the key is turned, the choke cannot be pulled out.
- Insert the ignition key in the anti-theft lock (see page 37) and turn clokwise to complete the ignition circuit.
- The oil pressure warning light **10** (page 13), the choke warning light **15** (if used) and the brake warning light **13** should light up.

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- Operate the starter by turning the key as far as possible to the right without depressing the gas pedal.
- As soon as the engine starts, release the key. The red light **10** should go out.
- The warning light **15** should go out when the choke is completely in.
- When you release the handbrake, the warning light **13** should go out.

Never race the engine when is cold

When the second carburetor comes into operation a slight hard spot may be felt on the gas pedal.

In cold weather
(automatic transmission)

- If the engine stalls when pulling away in position **3**, place the selector on **1** to allow the engine and the transmission oil to warm up.

  Avoid racing the engine.

  Shift into 2nd, then 3rd gear after driving above 15 mph.

Pull away slowly. Accelerate progressively, without over-revving the engine until it has reached its normal operating temperature.

Do not run the engine in a confined area as the exhaust gases are toxic.

STOPPING THE ENGINE

Turn the key counter-clockwise. **Never remove it until the car is at a complete standstill!**

When the key is switched off, the steering gear is locked in position the wheels are facing at that time. It will remain locked until the key is switched ON.

- When starting, you may have to work the steering wheel slightly to allow the key to turn.

GEAR SHIFTING

Standard transmission

The synchromesh transmission is shifted following the pattern opposite. Neutral is between 3rd and 4th gear.

- DO NOT downshift to 1st at speeds above 25 mph, as this will unduly stress the engine.
- Don't let the engine "labor" or "lug" in too high a gear. As soon as it appears to be straining, select a lower gear.
- Don't drive with your foot resting on the clutch pedal.
- Don't coast with transmission in neutral.
- Don't shift into reverse until the car is at a complete standstill.

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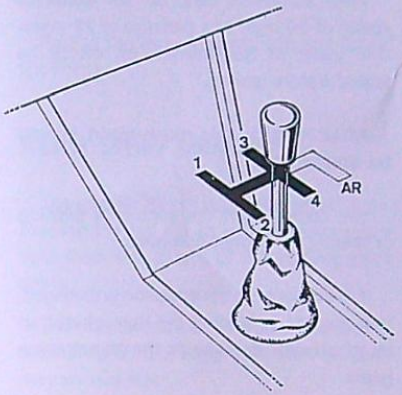
- At traffic signals, shift to neutral and release the clutch pedal to avoid premature wear of the thrust mechanism.

- Do not "balance" the car on a slope using the clutch.



With automatic transmission

The selector lever on the transmission tunnel has an illuminated panel which indicates :

P - R - N - 3 - 2 - 1

To change from **N** to **R** or **P** and from **P** to **R**, squeeze the handle to disengage the lock.

P - Parking : the transmission is in neutral and the driveline is locked.

R - Reverse

N - Neutral : the transmission is in neutral but the drive is not locked.

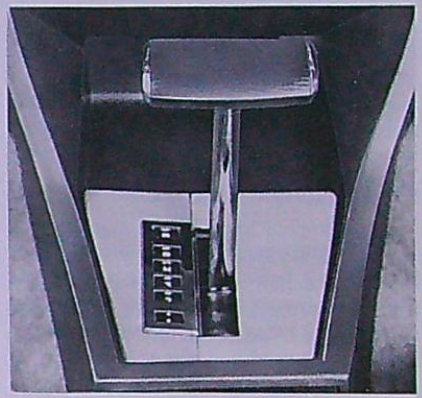
3-2-1

The ZF automatic transmission can be shifted "manually" for better acceleration, stronger engine braking on hills or for special road conditions.

3 - Shifting will be automatic through all three forward gears. The transmission will shift from 1st to 2d between 9 and 23 mph and from 2d to 3 d between 15 and 57 mph depending on the position of the accelerator pedal.

If you floor the accelerator at speeds below 60 mph, a "kickdown" into 2d for more rapid passing occurs.

2 - This limits the transmission to first and 2d gears. Top gear will not be engaged.



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This position is for use on mountainous, winding, slippery or badly surfaced roads.

You can shift from 3 to 2 only at speeds below 70 mph. A safety lock will prevent the shift from taking place until the car's speed drops. This prevents over-revving the engine.

1 - Locks transmission in 1st gear. This can be used for added engine braking on steep, low-speed slopes and to maximize acceleration, especially when trailer towing. If you shift down to **1** while moving, the safety lock prevents the shift until the speed drops to below 43 mph to prevent over-revving.

For safety reasons, the starter can only be operated with the selector in position **P** or **N**.

STOPPING ON A SLOPE

The torque convertor will prevent the car from rolling backwards when stopped, in gear, on a gentle slope. When parking on a hill, do not leave the car unless the handbrake is engaged and the transmission is in **P**.

TRAILER TOWING

Maximum permissible trailer weight, see page 59.

Your dealer can advise you about hitches and brake and light connections required by the laws of your state.

- Do not select positions **R** or **P** before the car is at a standstill.
- Never race the engine with the foot or hand brake on, in positions **R - 3 - 2 - 1.**

- When parking facing the curb do not engage the position **P** (Parking) until after engaging position **N** (Neutral) with the handbrake released. This allows the tires, if compressed against the curb to return to their normal condition.

Towing with an automatic transmission Peugeot 504 requires a transmission oil temperature gauge, which your dealer will install. Oil temperature should never exceed 265° F (130° C). Maximum speed when towing should never exceed 60 mph.

TOWING THE CAR

If your Peugeot should ever need to be towed, place the transmission in neutral (**N**, with automatic).

With automatic cars, do not exceed a speed of 30 mph or a distance of 25 miles. One quart of transmission oil should be added before towing.

After repairs, this extra quart should be drained off.

You cannot start the engine by pushing or towing a Peugeot Automatic.

If the automatic transmission is damaged, tow the car by raising the rear wheels, so as to prevent damage to the transmission gears.

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TURN SIGNALS AND HORNS

These are operated by the short lever on the right-hand side of the steering column (No. 8 in the diagram on page 4).

Push up for left turns and down for right turns.

Pulling the lever towards you will sound the horns.

REAR VIEW MIRRORS

The interior mirror is a "day-night" type. Flipping the tab allows you to protect your eyes from the dazzle of a following car's lights.

The exterior mirror is mounted on a double ball-joint. It is adjustable with an ordinary screwdriver.

LIGHTING STALK

This control operates parking lights, high and low beams, a passing "flasher" for daytime warning and the windshield washers. You can select all these functions without taking your left hand from the wheel.

1 - Parking lights.
2 - Low beam.
3 - High beams.

The diagram shows the U-shaped path taken to select parking lights (position **1**), low beam headlights (position **2**), and high beams (position **3**).

Switching on the lights will also turn on the instrument lights, wich can be controlled by a rheostat (No. **18** in the diagram on page 4). A dashboard indicator light also comes on (No. **4** on page 19) when the lights are on.

Another dashboard indicator light (No. **7** on page 13) goes on when high beams are selected.

In the daytime, pushing the stalk down (position **AL**) will operate the high beams as a signal when passing. This is more effective than the horns in highway driving. The stalk is spring-loaded, so releasing pressure will allow it to return from position **AL**.

Pushing the stalk inward, toward the steering column, will activate a 2-position washer-wiper switch. The first detent starts the wipers, the second detent engages the washers. Both functions cease when finger pressure is released and the stalk will return to its original position.

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BRAKES

Your Peugeot has power disc brakes on all four wheels, rear drum brakes on Station Wagon. These ensure powerful, even braking, but it is advisable to check them when starting out, particularly in winter or after washing the car.

A few light touches on the pedal will help dry them. This might be advisable after driving through large puddles.

Take care that oil is not sprayed under the car, as this can affect stopping power.

HAND BRAKE

To set the hand brake, raise the lever located between the front seats. To release, raise slightly, depress the knob at the end of the handle, and lower lever completely.

When parking, depress the foot brake before pulling up the handbrake. This increases holding power.

When released, the dashboard warning light should go out (13 page 13). If not, the brake pads may be worn, the master cylinder or a wheel cylinder may be faulty. "Have the brakes checked at a Peugeot garage".

Your car has vacuum-assist power brakes

The vacuum-assist operates when the engine is running. It is advisable to avoid "coasting" with the engine off, as this will sharply increase the amount of pressure needed to stop the car.

TACHOMETER *(Sedan SL)*

During the first 600 miles, do not exceed 4,500 rpm.

After breaking in, 5,600 rpm can only be exceeded for a very short time, without going over 6,000 rpm.

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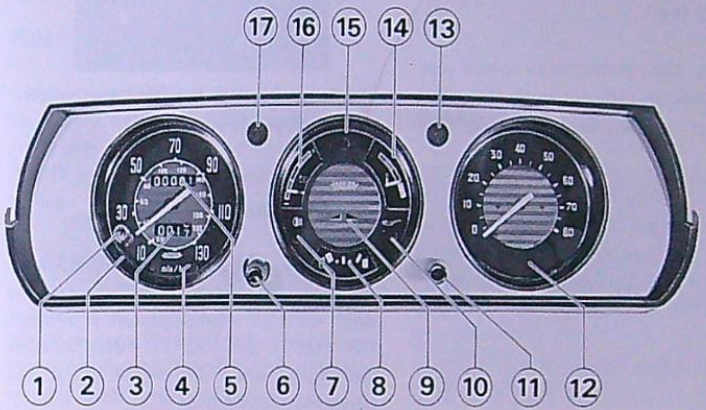
INSTRUMENT PANEL



1 - Trip mileage indicator resetting knob
2 - Speedometer
3 - Trip mileage indicator
4 - Parking light indicator
5 - Mileage indicator
6 - Artificial knob
7 - High beam indicator light
8 - Fuel gauge
9 - Turn signal indicator light
10 - Oil pressure warning light
11 - Instrument panel light rheostat
12 - Tachometer *(Sedan SL)*
13 - Brake warning light
14 - Temperature gauge
15 - Choke indicator light
16 - Thermal voltmeter (battery condition)
17 - Hazard warning light

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OPERATION AND CONTROL

Oil

The warning light 10 is linked to the oil pressure switch.

If this light comes on while the car is in normal use, it indicates a fault in the lubrication system.

Stop immediately and switch off the engine

Check the oil level, with the dipstick, and top up if necessary, as indicated on page 44.

Re-start the engine. If the warning light remains on or lights up again after a few minutes, stop the engine and contact the nearest PEUGEOT dealer.

Coolant

The operating temperature of the engine is indicated in the central zone of the temperature gauge.

If the needle reaches the red zone there is a cooling fault.

Following the instructions given on page 37, check the radiator level. If necessary top up to two inches below the filler cap.

Never add cold water when the engine is hot and with engine running.

Also check the fan belt and pulleys (page 57).

Fuel

The gauge is graduated in quarters of a tank.

An empty tank is indicated by the left-hand mark as shown.

Cooling fan

Your Peugeot has a thermostatically-controlled fan wich engages automatically when the engine temperatature is between 175 - 195° F (80 - 90° C). If the fan does not engage when the engine is hot, see emergency tips on page 37.

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Hazard warning

Press switch **22** (on page 4) to turn on the hazard flasher. This blinks all turn signal lights. The indicator on the dashboard (No. **17** page 13) shows the system is functioning.

Turn signal indicator

The lever is linked to the indicator light (No. **9** on page 13) which blinks if the system is functioning. If it is out or blinks too rapidly, check all the bulbs.

Brake light

This light (No. **13** on page 13) indicates that the hand brake is set OR that the brake pads are vorn OR the hydraulic system has a fault.

If this light comes on while the car is in normal use, contact the nearest PEUGEOT dealer and have the brake system checked.

Battery

The thermal voltmeter needle (No. **16** on page 13) should reach the central zone 40 to 70 seconds after the key is turned. When the engine is running, the needle should move towards the red zone (+ side) indicating normal charging.

If the needle remains in the red zone (– side), have the dealer check the system.

If the needle remains in the red zone (+ side), have the voltage regulator checked.

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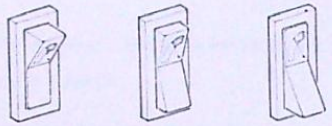
WINDSHIELD WIPER-WASHER

The 2-speed wiper switch **1** is on the left-hand side of the dashboard. The illustration shows how to turn on fast and slow wiper speeds.

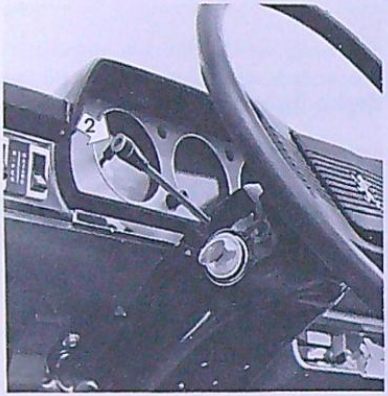
The washer is controlled by the light stalk on the left-hand side of the steering column. Pressing the stalk **2** towards the column engages the fast wiper speed. Pressing it further activates the washer pump. When you release the stalk it shuts off.



Off Slow Fast

The stalk is independent of the dashboard wiper switch. The washers may be operated when the wipers are turned off, or when they are operating at either slow or fast settings.

The reservoir for the washer is under the hood, and should be checked regularly. Top up with clear water to which solvent may be added. In winter, always use an anti-freeze-solvent in the washer reservoir to prevent icing.



DASH LIGHTS

A rheostat switch **3** controls the brightness of the wiper and hazard switch light, and heater control lights when the headlights are turned on.

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HEATING AND VENTILATION

Controls

1 - Heater control :

to the left : cold.
to the right : maximum heat.

2 - Heater air inlet

Push this to the left to increase the amount of outside air passing throught the heater. Dropping this knob past the "jog" at midpoint starts the fan, which blows faster the further left you push.

3 - Fresh air, center dash vent

"ON" allows outside air in, "OFF" keeps it out. You may select intermediate settings between these two positions. The vents, on top of the dash, may be pulled towards driver and passenger or pushed back to direct outside air on the windshield.

4 - Distribution control

Fresh and heated air mixed according to the position of lever **1** can be directed either to the floor (push this lever to the right) or to the dash and side windows (push lever to the left). If the lever is at midpoint, this air is divided equally between defroster and heater.

See following pages for more explicit instructions.

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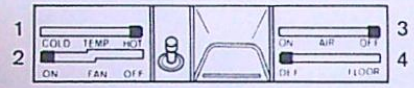
Defrosting and demisting of windshield and front side windows:



Place the controls:

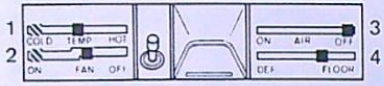
1 - on " HOT "

2 - on " ON "

3 - on "OFF" air vent closed.

4 - on "DEF"

Distribution of heated air:



Place the controls:

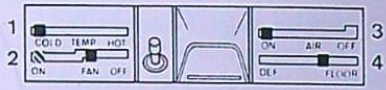
1 - from left to right depending on temperature desired

2 - in the centre " FAN " or towards " ON "

3 - on "OFF" air vent closed.

4 - between "DEF" and "FLOOR".

Maximum intake of fresh air at exterior temperature:



Place the controls:

1 - on " COLD "

2 - on " FAN " or towards " ON "

3 - on "ON" air vent open.

4 - between "DEF" and "FLOOR".

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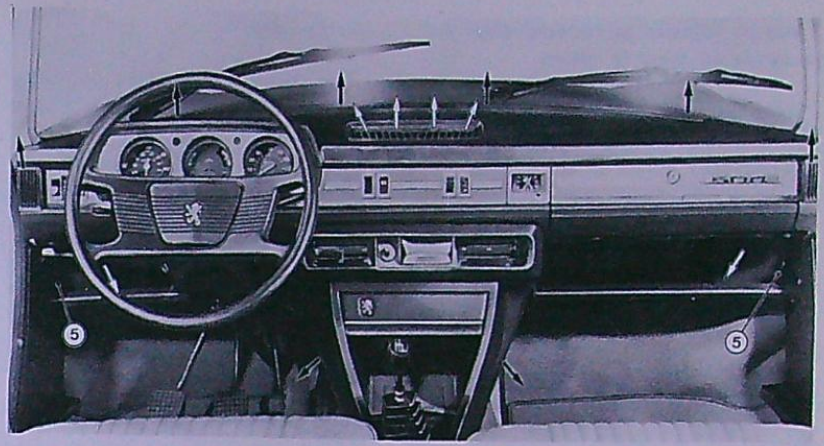
Black arrows:

Heated air or air at exterior temperature.

White arrows:

Air at exterior temperature

To increase still more the intake of fresh air, pull out the control knob **5** wich allows cool air to enter under the dash.



Special conditions

1 - To obtain fresh air upwards and warm air downwards:

Push in the control knobs **5** and place : **1** - on "HOT"

2 - on "FAN" or towards "ON"

3 - on "ON".

4 - on "FLOOR"

2 - To prevent exhaust fumes from other vehicles getting into the car:

Close all the intakes momentarily: **2** - on "OFF"; **5** - pushed in.

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FRONT SEATS

May be adjusted as required when the passenger or driver is seated.

- Raise lever **1** and move the seat forward or backwards until the desired position is reached.

- To adjust the backrest, pull lever **2** upwards and lean back on backrest to obtain the desired seating position.

To convert seats to beds :

- Remove head rests.

This position is obtained by releasing the lock catch and by pulling lever **1** upwards.

Move the seat sufficiently forward so that, by pulling on lever **2**, its backrest can be positioned in front of the rear seat.

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Station Wagon

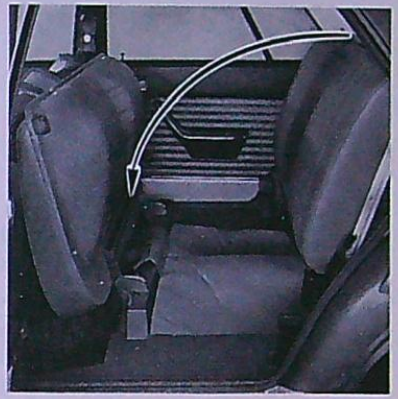
Rear seat and loading platform

To increase the cargo area, raise the seat and fold down the backrest.

- Lift the locking lever and push it backwards.

- Pull the rear seat against the back of the front seats.

- Fold the rear backrest down and hook the upper part of the backrest to the seat stay.



When replacing the rear seat to its normal position, check that the two side supports are properly locked.

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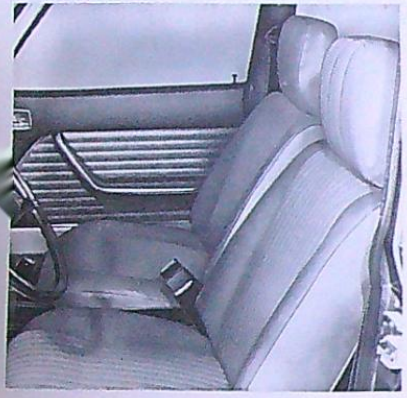
HEAD REST

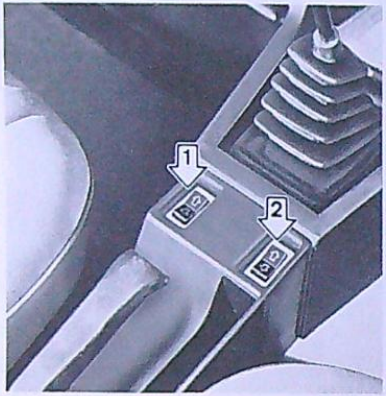
Each front seat has a moveable head rest.



ELECTRIC WINDOW OPERATION *(SL)*

Operates on ACC or ON position on ignition switch-steering lock device.

1 - Left window operating switch.
2 - Right window operating switch.



Emergency manual operation

An emergency handcrank is placed in the glove compartment.

Remove the cap and insert the handcrank **3** onto the window winder shaft for manual window operation.

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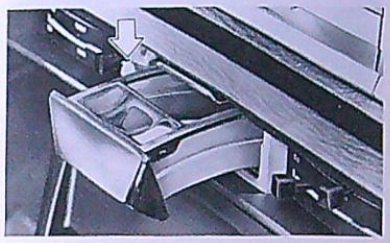
CIGARE LIGHTER

To warm up the element, fully depress the knob.

When the knob releases the cigarette lighter is ready for use.

ASH TRAYS

To remove the ash trays for cleaning the center spring plate is depressed.



CLOCK

The electric clock will operate permanently, provided the battery is connected.

To set the correct time, press knob and rotate it in the required direction.

Never leave clock stopped when connected.

Whenever clock has been reset, ensure that the control knob returns to its original position and rotates freely.

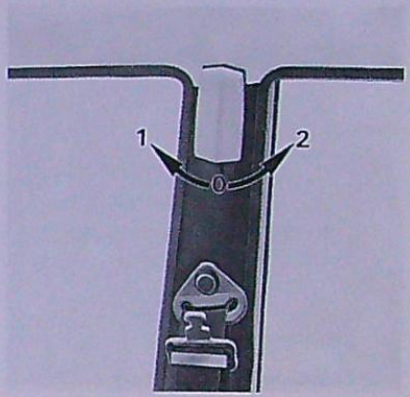
INTERIOR LIGHTING

Each of the interior lights located on the center posts incorporates a switch with three positions :

0 - off position

1 - lighting controlled by the opening of either door on that side.

2 - lights on with doors closed.



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DOORS

Opening

- *from the outside,* pull up the handle.
- *from the inside,* pull the lever.

Locking

Front doors

- *from the inside,* push down the knob

from the outside, turn the key in the correct direction or push the button down and pull up the handle while closing the door.

Rear doors

- push the locking knob down.

Make sure that you have keys with you before locking the car.

If the ignition key is left in the antitheft lock, a buzzer will sound when a left hand door is open.

Child safety

By raising the lever indicated by the arrow, the rear doors cannot be opened from the inside.

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FILLING THE FUEL TANK

The filler is in the rear left fender.

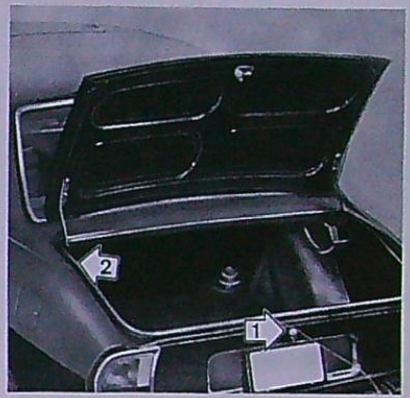
To remove the cap press down and turn it counter-clockwise.

TRUNK

To unlock, turn the key to the right. It is opened by turning the lock 1 in the same direction.

Two spring loaded hinges hold the trunk lid open. A light 2 turns on when the trunk is opened.

To lock the trunk turn the key to the left.



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Station Wagon

TAILGATE

Opening

To open the tailgate, unlock and push the knob.

Gas cylinders hold the tailgate open, from the horizontal to maximum opening giving an area of 1.05 x 0.80 m (3'3„ x 2'8").

Opening the tailgate turns on a loading platform light.

In normal use the tailgate should be shut. If this is not possible, prevent exhaust fumes from entering the car by :

- closing all windows, fully opening all air intakes and set the heated/fresh air fan going at full speed.

To lock tailgate turn key one-half turn to the right, or to unlock, one-half turn to the left, when the knob is released.

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HEATED REAR WINDOW

The rear window heater is controlled by a switch on the dashboard on the right hand side of the steering column.

A yellow indicator light, incorporated in the switch comes on when the heater is in operation.

Warning : do not scrape the inner face of the rear window with a hard object as this will **damage the printed circuit.**

HOOD

The hood is opened by freeing the side safety catches which are operated by pulling the latch located under the dashboard.

The additional safety catch located at the front of the hood must then be released.

The hood is supported by a stay which engages automatically.

To close the hood, first lift it and disengage the stay by moving it

Ensure that the side safety catches have fully engaged.

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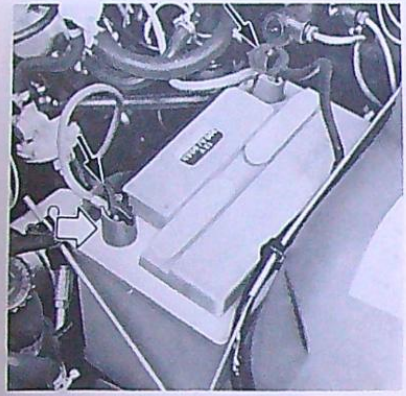
MASTER SWITCH

The grounding of the electric installation is obtained through a battery master switch, in plastic material, which serves as a general circuit breaker. It is mounted on the negative terminal of the battery.

To disconnect the battery, turn the wing nut through two turns.

When re-connected, re-set the clock.



INSPECTION LAMP

To connect an inspection lamp, even with the battery master switch disconnected, a single pin plug socket is included in each of the terminals of the battery.

BATTERY

A 12 V - 65 Ah battery (Gasoline only) is located under the hood on the left side of the engine.

Under normal operating conditions the alternator output is sufficient to keep the battery charged.

If the car is not used for a long period of time, proper battery maintenance should include a monthly charge (page 49).

When reinstalling the battery after it has been charged or when replacing the battery, use a zinc chromate primer on terminals after intallation.

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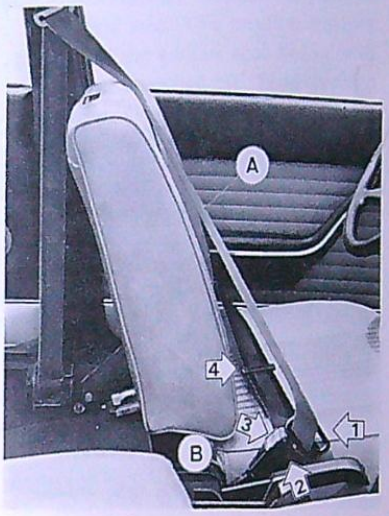
SAFETY BELTS

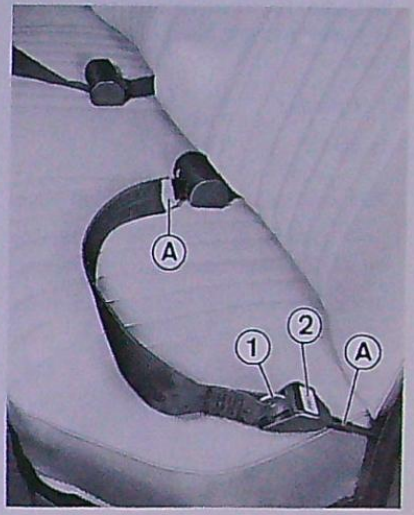


Front seats

- one strap A with retractor securing the lap and shoulder strap combined.
- a semi-rigid strap B with locking buckle and electric contact.

Rear seat

- one lap strap A with retractor
- one strap B with locking buckle.



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Adjusting safety belts

At the front :

- Pull out the strap A
- Pull the catch **1** and insert the latch in the locking buckle **2**.
- Bring the lap belt adjusting strap **4** as near as possible to the buckle **1** for preadjusment.

At the rear :

Lap strap

- Pull out the strap **A** without jerking it.
- Insert the latch plate **1** in the locking buckle **2**. A click indicates correct locking.

The belt will rewind onto the roller giving correct adjustment automatically.

Release

- Push in button **3**. Strap will return automatically.

Maintenance

To clean the seat belts, use warm soapy water.

Make sure that no foreign matter gets into the roller device as this could hamper its operation.

Safety precautions

The seat belts are not designed for children under 6 years of age, use a car seat.

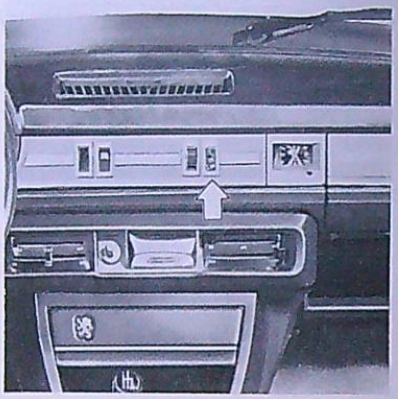
The belts should neither show cuts nor tears and the metallic parts should not be rusted nor abnormally worn.

Safety belts and anchorage points which have been exposed to stress in an accident must be checked. The lap strap and the roller device must be replaced.

If you have any doubt about the operation or the state of the belts, consult your PEUGEOT dealer.

Safety belt warning

With the ignition on and a gear engaged, if the warning light comes on and the buzzer under the dash-board operates, they are reminding you that your seat belts are not fastened (driver's belt and front passenger's belt, if the passenger seat is occupied).



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ANTI-THEFT LOCK

The lock has 4 positions :

OFF - With the key removed, the steering is locked if the locking "plunger" is engaged in the steering column.

ACC - "Accessories" position : key turned to the first stop. This position enables the use of the various accessories with the engine switched off. Feed through fuse **5** (windshield wiper - heater fan - radio, if fitted, etc.).

With the key in this position for the use of the radio, for example, it is advisable to move the heater control **2** (page 23) to the right to switch off the fan.

ON - Position for switching on the ignition circuit. The equipment controlled through fuses **3**, and **5** is also in contact.

Start - Operation of the starter.

This position has an automatic return. If the car fails to start you must switch off before trying again.

If the key is difficult to turn, the steering wheel should be turned slightly to free the locking plunger.

When switching off the engine never remove the key until the car is at a standstill.

Do not leave the key on the "Accessories" position for a long period with the engine stopped (you may discharge the battery if the heater fan is operating or if the car radio is on).

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JACK

(Gasoline only)

The jack and jack crank are secured on the right of the engine compartment.

REPLACING A WHEEL

- Apply the hand brake and engage first gear or reverse.
- Remove the spare wheel from its carrier by releasing the latch located inside the rear trunk (or on the floor Station Wagon).
- If necessary clean the bearing face of the wheel.
- Chock the wheel opposite the one to be lifted.
- Remove the hub cap and loosen the wheel nuts.

- Install the jack under the support nearest the wheel to be changed.
- When a front wheel is to be changed, place the jack midway between the two front wheels.
- For a rear wheel, place the jack in front of the wheel to be changed.
- Hook the pivotting head in the retaining lug.
- The base of the jack being clear of the ground, push the jack under the car to position the head :

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- Holding the jack in this position, turn the bolt to bring the base down to the ground. The base of the jack must be perpendicular to its head.

- Check that the jack is well under the crossmember or support.

- Engage the jack handle, positioning it at 90° in relation to the jack bolt axis with the small pin engaging in the eye on the yoke.

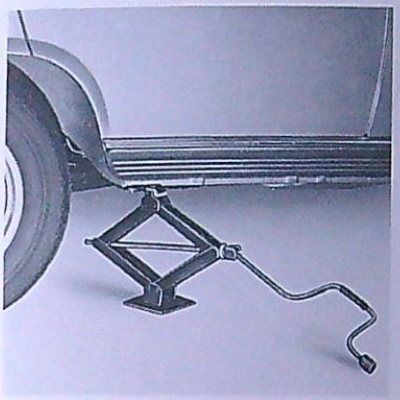
- Raise the car and change the wheel.

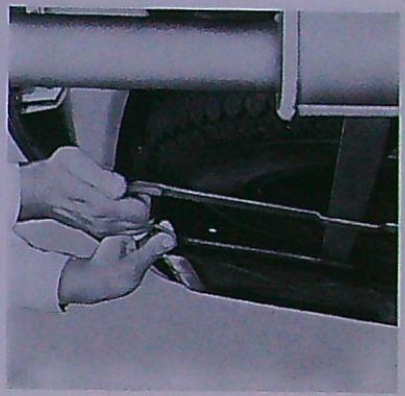
Inflate the tire to the correct pressure as soon as possible (refer to table on page 6).

- The front wheels should be statically and dynamically balanced after the tire has been repaired and when wheels are rotated.

Place the wheel in the spare wheel carrier. The outer face of the wheel should be turned upwards.

In order to avoid loss, theft or deterioration of the wheel, engage the lock of the spare wheel by means of the latch.





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FUSES

The fuse box is fitted on the extreme left under the dashboard.

The 6 fuses protect the following circuits :

1 - 10A - Turn signal lights
Thermal voltmeter
Fuel gauge
Water temperature gauge
Warning : - oil pressure
- choke
- brakes
Accessories

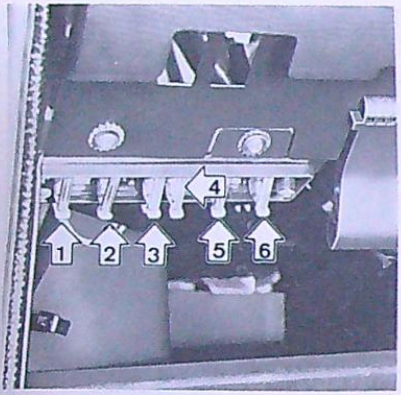
2 - 10A - Cigar lighter
Interior lights
Clock (permanently live)
Horns
Hazard warning
Choke motor
Trunk light

3 - 15A - Power front window.

4 - 15A - Heater blower.
Windshield wiper and washer
Windshield wiper relay
Rear window defroster

5 - 10A - Self disengaging fan
Stop lights
Back up lights
Safety starter switch

6 - 15A - Front and rear side lights
Instrument panel lights
Licence plate light.



HEADLAMPS

Low beam : mounted on the outside.
High beam : mounted on the inside.
They must be aimed accurately using the appropriate apparatus.

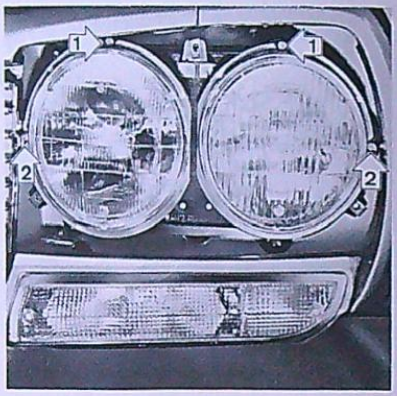
Replacing a "Sealed beam" unit

- Unscrew the headlamp cover.
- Unscrew the inner retaining ring.
- Disconnect the connector

Aiming

- Remove the headlamp

For vertical setting : Turn the upper screw **1** in the required direction.
For lateral setting : Turn the side screw **2** in the required direction.



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FRONT LIGHTING

Each front light assembly includes the following :

- parking light at the outer end.
- turn signal at the inner end.

To replace a bulb, remove the lens.

When reassembling, first fit the upper part of the cover.

REAR LIGHTING

Each rear light assembly incorporates the following :

1 - Turn signals
2 - Back up light
3 - Parking light
4 - Stop lights

At the base of each fender is a small light which operates with the parking lights.

Access to these lights is obtained by removing the lens.

Station Wagon

REAR LIGHTING

Each rear light assembly incorporates the following :

1 - Back up light

2 - Turn signals

3 - Stop light

4 - Parking light.

Access to these lights is gained, by removing the plastic lens.

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ALTERNATOR

The alternator requires no particular maintenance but certain precautions must be taken :

- Never disconnect the alternator/battery lead when the engine is running.
- When charging the battery, disconnect both the + and — leads.
- Never ground the wire n° 8 (EXC - regulator to alternator).

ENGINE

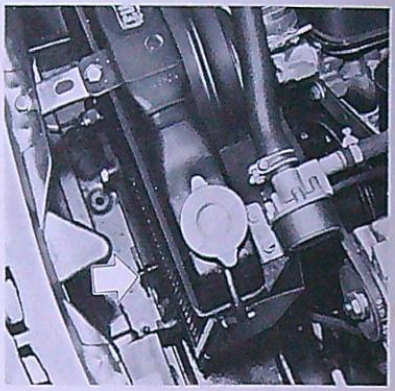
The engine is fitted with a thermostat which opens at 167° F (75° C). This thermostat, must never be removed. If required, a thermostat, which opens at 190° F (88° C), is available for use in very cold climates (maximum temperature 32° F- 0° C) in order to increase the car heating.

The coolant level in the radiator is maintained at 2" below the filler neck. The excess coolant drains away and frequent topping up beyond the normal level would only result in lowering the percentage of anti-freeze to a dangerous extent.

Draining the cooling system

Draining is accomplished as follows :

- Set control lever 1 (page 17) to warm position in order to allow draining of the heater core.
- Remove the radiator filler cap.
- Open the drain tap located at the front of the radiator. .



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- Remove the threaded plug located behind the cylinder block rear right hand side.

- Ensure draining is normal.

Filling the cooling system

Check the cylinder block plug seal ring for proper tightness and ensure that the drain tap is closed.

Fill the circuit with the appropriate anti-freeze.

After filling the cooling system let the engine run for a few minutes to fill the heating system radiator.

Then top up to 2" below the filler neck.

Radiator core

Clean the core of the radiator to remove insects, leaves and other deposits which will affect the efficiency of the radiator.

SELF-DISENGAGING FAN

Should the engine overheat, make sure that the fan is engaging.

- Switch on the ignition but do not start the engine.
- Short the two switch terminals located at the lower end of the radiator near the drain tap.
- The click made by engagement of the fan should be perfectly audible as soon as the terminals are shorted.

Should the self-disengaging fan fail to operate, the following emergency repair procedure may be used temporarily.

- Loosen the lock nuts on the three screws (page 57).
- Tighten the three screws moderately.
- Retighten the lock nuts.

The fan is then driven permanently until it can be repaired.

COLD WEATHER TIPS

Anti-freeze

Your Peugeot leaves the factory with a water-anti-freeze mixture that will protect the car to – 35° F (– 37° C). If the car will be operated in colder temperatures drain some coolant off and add the proper amount of anti-freeze listed in the table below.

Down to	Use	
23° F	1 QT	In autumn, check the anti-freeze mixture and add to it if necessary. Drain and flush the system **at least once every two years.**
10° F	2 QT	
– 6° F	3 QT	
– 32° F	4 QT	
– 50° F	5 QT	

Radiator

The radiator cap is rated at (4 p.s.i.). To remove this cap when the engine is warm, turn it up to the first notch and let the pressure escape before removing the cap completely, to avoid burns.

Weather stripping

Using a brush apply a coat of silicone to the rubber strips on the doors and trunk lid to avoid damaging them.

Battery

Keep the battery fully charged to prevent it from freezing.

Rust

If the vehicle is regularly used on roads which have been treated with chemical products for melting snow, you should take the following precautions, in order to delay the appearance of rust :

- **At the beginning of each winter :**
  - Have the hollow body pretection treatment carried out.
  - Check the protective covering of the under body parts and wheel arches.
  - If you notice deterioration, have the necessary touch-up work carried out.
- **During each winter :**
  - Wash bodywork frequently, taking special care with the under body parts and the wheel arches (shampoo, pressurized water).
  - Dry the interior mats.

IMPORTANT NOTE

Avoid parking the vehicle in an overheated and non ventilated area.

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Radiator screen

The radiator screen supplied with your car may be snapped into place when winter temperatures near the freezing mark. The shutters should be kept open until outside temperatures near 14° F (– 10° C).

HYDRAULIC SYSTEMS

The hydraulic fluid reservoirs located under the hood feed the braking system and the clutch control.

The disc brake pads are self-adjusting, thus fluid level may decrease slightly in the reservoir.

Should any significant decrease in the fluid level be noticed have the brake pads checked for condition, together with the hydraulic systems.

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WARRANTY CARD

Upon delivery of your new 504 you will receive your WARRANTY CARD in five sections:

PRE-DELIVERY INSPECTION:

Upon completion, the dealer will sign the card as verification of work performed. The card is kept by the owner and forms part of the WARRANTY TITLE CARD.

RECORD OF DELIVERY:

Your dealer will complete this section and mail it to his distributor.

WARRANTY TITLE:

This section, filled in by your dealer, should be kept by you as title to any warranty work necessary. Your ignition and door key numbers should be recorded on this card.

FREE 600 MILES SERVICE CARD:

This will be presented as payment to the authorized Service Dealer who performs the 600 mile inspection. This section and the owner's WARRANTY TITLE CARD must be stamped by the servicing dealer. The completed service card is to be immediately sent to the distributor.

The 600 mile service is a complete inspection and adjustment of all components of the automobile and is most important. Failure to have this inspection completed may render void the warranty on the automobile. Please make arrangements with your Peugeot dealer to have this work done.

QUESTIONNAIRE:

Please complete this card and drop it into any mail box. Please note that this card carries no name.

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LUBRICATION TABLE (recommended lubricants)

Components	Oil viscosity and Type
Engine (Gasoline only)	**Summer:** 20W 40 **Winter:** 10W 30
Standard transmission	20W 40
Automatic transmission	EXXON DEXRON B 10-103 or SHEEL DONAX T6
Rear axle	SAE 80 MIL. L. 2 105 B or SAE 80 API GL. 5
Brake and clutch fluid	Lockheed 55 or Nafic FN3, in Europe. Castrol GT LMA DOT3/DOT4. Wagner Lockheed 21 B Super Heary Duty } in North America.
Chassis	MULTIPURPOSE GREASE
Bodywork, doors, hood, hinges, etc...	Light MOTOR OIL
Front wheel dust caps	Multipurpose GREASE
Power steering	ESSO B 112 16, in Europe. EXXON b 112 16 or Texaco 1833 PS Fluid 4634, in North America.

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SERVICING INTERVALS

	every 600	3 000	6 000	9 000	12 500	15 000	18 000	21 000	25 000	27 000	30 000	33 000	37 500	39 000	42 000	45 000	48 000	50 000
Check levels																		
- Engine oil	•																	
- Standard transmission		•		•		•		•		•		•		•		•		•
- Automatic transmission			•		•	•		•	•		•	•		•	•		•	•
- Hydraulic systems	•																	
- Rear axle *(Sedan)*		•	•		•	•		•	•		•	•		•	•		•	•
- Rear axle *(Station wagon)*		•	•	•	•	•		•	•	•	•	•		•	•	•	•	•
- Radiator, windshield washer reservoir, battery		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
- Power steering		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Drain and refill																		
- Engine oil		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
- Standard transmission			•		•		•		•		•		•		•		•	
- Automatic transmission		•		•			•			•			•			•		
- Rear axle *(Sedan)*				•			•			•			•			•		
- Rear axle *(Station wagon)*							•						•					
- Hydraulic systems									•									•
Replacement																		
- Oil filter cartridge		•	•		•		•		•		•		•		•		•	
- Air filter element					•				•				•					•
- Spark plugs					•				•				•					•
- Switch over of tires			•		•		•		•			•	•			•		•
Check or adjustment																		
- Engine idling speed					•				•				•					•
- Fast idle					•				•				•					•
- Cooling fan air gap			•		•		•		•		•		•		•			•
- Adjust rear brakes and hand brake *(Station wagon)*			•		•		•		•		•		•		•			•
- Breaker contact and ignition advance					•				•				•					•
- Operation of antipollution system									•									•
- Rockers					•				•									•
- Condition of power steering pump belt (replace if necessary)			•		•				•				•					•
- Condition of fan and air pump belts (replace if necessary)			•		•				•				•					•
- Return of safety choke					•				•				•					•
- Ignition setting					•				•				•					•
- Electrovalve contacts			•		•				•				•					•
- Intake and exhaust manifold bolts tightness					•				•				•					•
Control																		
- Brake pad thickness		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
- Tire pressure and wear		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Lubrication																		
- Mechanical and bodywork elements		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
- Distributor																		•

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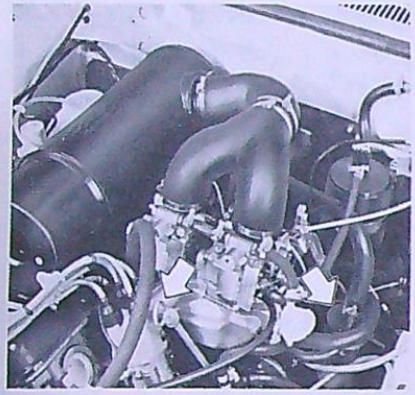
ENGINE

Checking the oil level

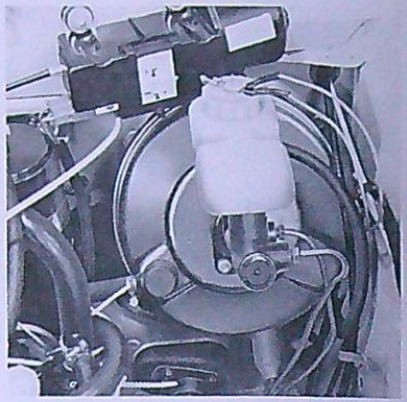
Adding oil between changes is a **normal routine maintenance** job which should be carried out according to the marks, of the dipstick.



- **the upper notch** corresponds to the maximum level of the engine oil capacity.

- **the lower notch** shows the **minimum** amount of oil which should be present in the engine sump.

When topping up, the oil should not exceed the upper notch as any excess of oil would be wasted.



As the brake pads are self-adjusting a slight decrease in the fluid level may be observed.

HYDRAULIC SYSTEMS

Check the level in the transparent reservoirs which have a maximum level mark which should not be exceeded.

Any significant decrease in the fluid level indicates a leak in the system and this should be investigated **immediately.**

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ENGINE

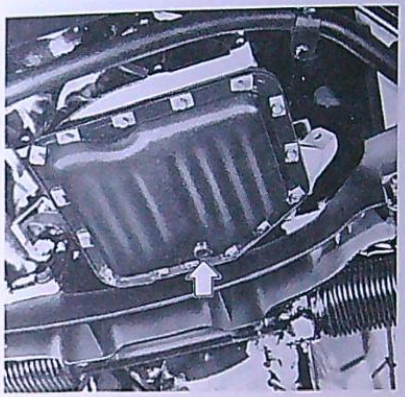
Drain and refill crankcase

This should be done with the engine warm.

Refilling

Capacity : 8.44 pints (U.S.)
Summer : 20W 40
Winter : 10W 30

If you do mostly stop-and-go city driving, or in very cold weather, it is advisable to change oil at 1,500-mile intervals. Under these conditions, engine oil is rapidly saturated with condensed moisture and fuel, which causes it to lose some of its lubricating properties.



HYDRAULIC SYSTEMS

Check thoroughly for leaks

DRIVE SHAFTS

Check the condition of the boots.

BRAKES

Check the condition of the brake pads.

All four pads on an axle (that is, both sets of front or rear-wheel brake pads) should be replaced at the same time to ensure safe, even braking. Pads should be replaced when the worst pad (front or rear) is worn to about 1/10 inch.

No adjustment is necessary as a wear compensator is incorporated.

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MECHANICAL COMPONENTS

MULTIPURPOSE GREASE (6 nipples)

Left hand steering knuckle pivot

Left hand steering arm ball joint

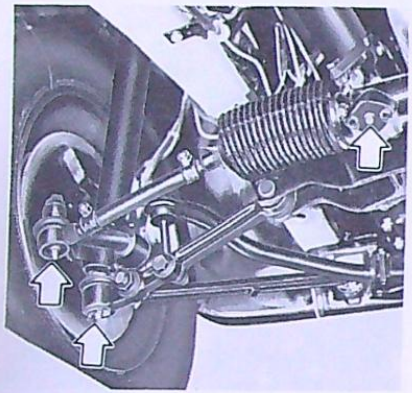
Steering rack

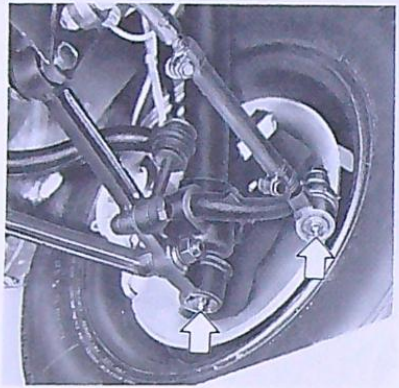
Right hand steering knuckle pivot

Right hand steering arm ball joint

Torque sphere

Propeller shaft bearing





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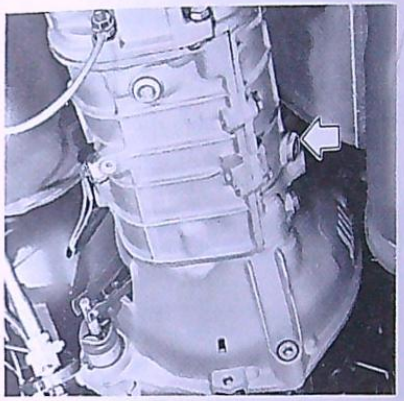
Standard transmission

Level

Check the oil level and top up if necessary. If drip marks are apparent on the ground, have the gearbox checked immediately for oil tightness.

20W 40

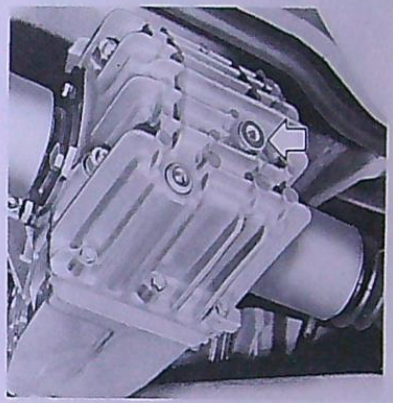


Automatic transmission

(see page 52)

Rear axle

SAE 80 MIL. L. 2 105 B
or SAE 80 API. GL. 5



POWER STEERING

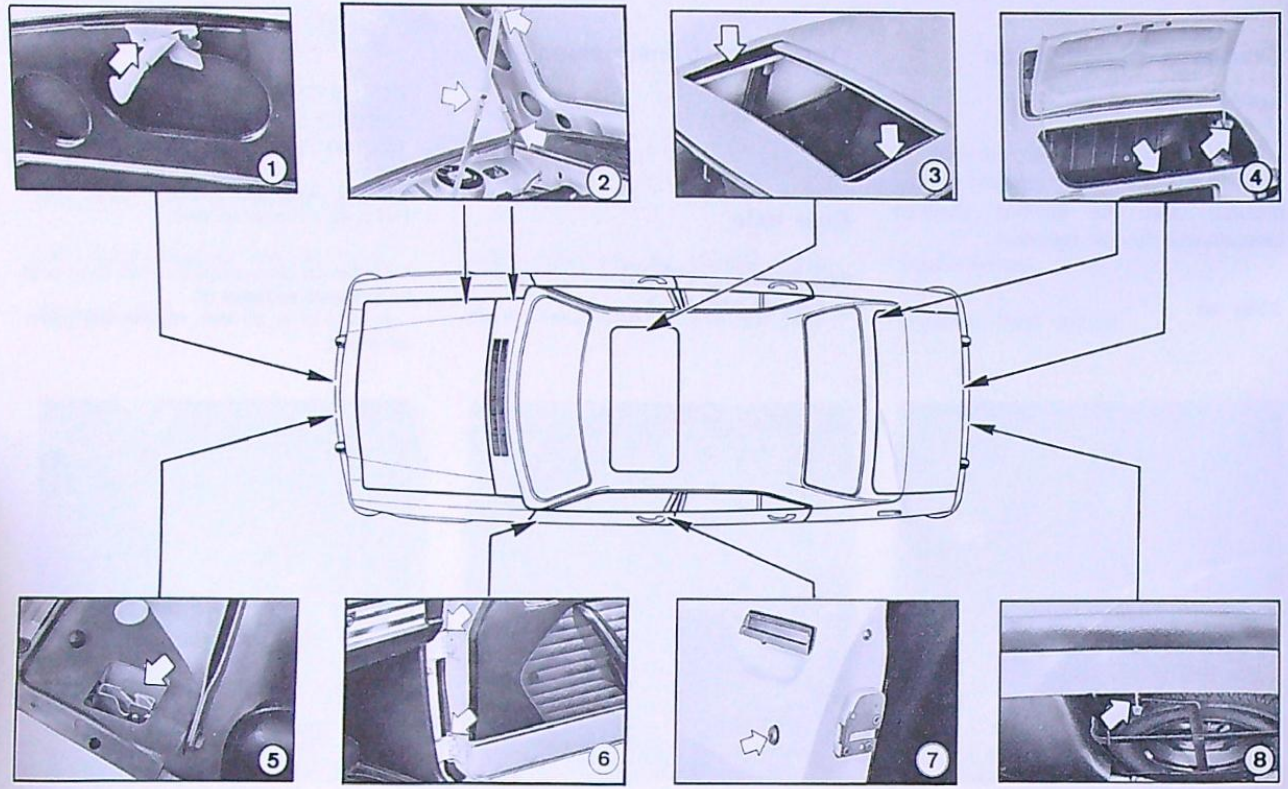
Level

Check the oil level and top up if necessary.

ESSO B 112 16 in Europe
EXXON B 112 16 or } in North
TEXACO 1833 PS FLUID 4634 } America

Full hot - level when warm.
Full cold - level when cold.

Under no circumstances shall the pump be operated **without** oil.
In case of an oil leak, remove the pump drive belt.


1
2
3
4
5
6
7
8

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BODYWORK

Lubricate the following

using "LIGHT MOTOR OIL"

1 - Hood safety catch

2 - Hood hinges and stay

3 - Roof slides

4 - Trunk or tailgate hinges and lock

5 - Hood lock assemblies

6 - Door hinges and stops

8 - Spare wheel carrier lock.

Using glycerine

7 - Door locks

BATTERY

Check the electrolyte for proper level i.e. about 1/2" above the plates.

Add only distilled water to avoid damaging the battery.

In town driving or in winter, frequent starting may cause considerable reduction in battery charge.

According to operating conditions, the charge should be completed for a few hours. The charging current should be one-tenth of the battery capacity. While this operation is being carried out, ensure that both the **positive and negative** terminals of the battery are disconnected.

TIRES

Tire pressures should be measured when tires are cold.

Check the pressure of each tire, including the spare wheel (page 6).

Insufficient inflation will result in increased running resistance and consequently in increased gas consumption. It will also result in increased tire wear.

RADIATOR

Check water level and top up to about 2" below the filler neck.

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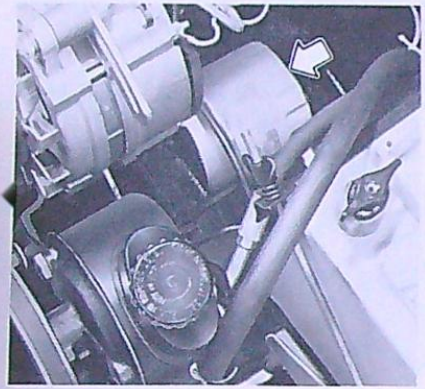
OIL FILTER

The "Easy change" oil filter cartridge, LS 152 A or LOCKHEED DBA FC 109 must be replaced :
at the 3,000 - 6,000 then every 2 oil changes.

This cartridge does not need to be replaced during intermediate oil changes.

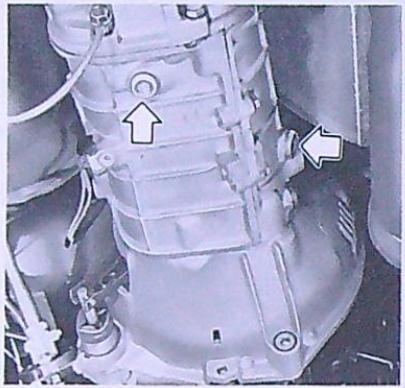


TRANSMISSION (standard)

Drain and refill

2.5 pints

20W 40

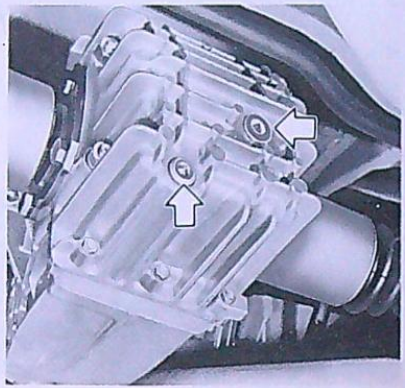


REAR AXLE *(Sedan)*

Drain and refill

2.53 pints

SAE 80 MIL. L. 2 105 B
or
SAE 80 API. GL. 5



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AIR FILTER

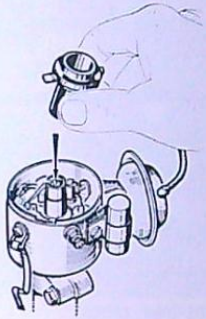
Replace the filter element every 12,500 miles (every 6,000 miles if used in very dusty areas).

DISTRIBUTOR

Lubricate with an oil can using :

ENGINE OIL

Distributor : lightly lubricated (the felt under the rotor).



On Station Wagon

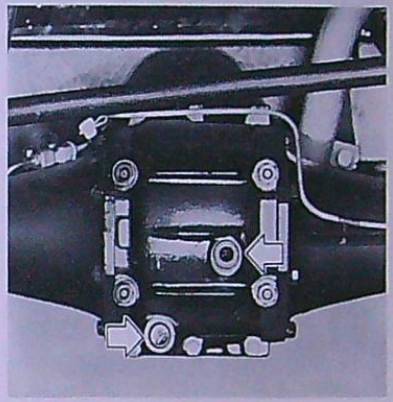
REAR AXLE

Drain and refill with 3.4 pints (U.S.) of

SAE 80 MIL.L. 2105B

or

SAE 80 API.GL.5.



HYDRAULIC SYSTEMS

Drain the systems.

Refill and bleed :

- use

LOCKHEED 55

or

NAFIC FN3

in Europe

CASTROL GT LMA DOT3/DOT4

or

WAGNER LOCKHEED 21 B

SUPER HEARY DUTY

in North America

If the car is used infrequently drain the system every 2 years.

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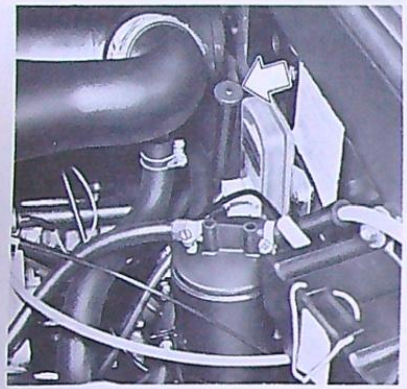
OPERATIONS PARTICULAR TO ZF AUTOMATIC TRANSMISSION

Every 600 miles

Checking the oil level



a - Preparation:

- Transmission warm
- **Engine idling** and at normal running temperature
- Selector in position **N**
- Car empty and on level ground
- The hand brake should be set

b - Procedure:

- Withdraw the dipstick
- Wipe it using a clean lint-free cloth
- Check the oil level; it should be between the upper mark **M** and the lower mark **m**. If necessary top up until the desired level is reached.

Note - The difference between the two marks corresponds:

Minimum : 9.7 pints (U.S.)
Maximum : 10.9 pints (U.S.)

For easy replacement of the dipstick, position the flat side parallel to the firewall.

Draining and refilling

a - Preliminary conditions:

- The transmission should be **warm,**
- The engine should be stopped **(but** at normal operating temperature),
- The selector lever should be **on the N** position,
- The car should be empty and on **flat** ground,
- The handbrake should be set.

b - Necessary equipment:

- Measuring glass **1,**
- Metal funnel **2,**
- Clean lint-free cloth.

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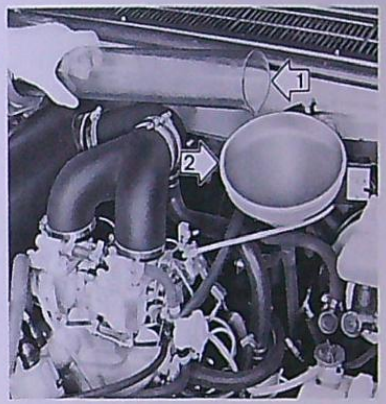
c - Procedure:

- Remove the transmission drain plug **3**,
- Wait until the oil flow has completely ceased before reinstalling the drain plug,
- Pour 4.22 pints (U.S.) of clean oil into the measuring glass:

ESSO DEXRON B 10 103
or SHELL DONAX T6

- Pour the metered oil into the funnel attached to the filler tube,
- Start the engine and let it run at idle speed,
- Remove the dipstick, wipe it clean, check the oil level
- Top up to bring the oil level up to the minimum mark **m**,
- Road test over a few miles,
- Check and adjust if necessary (top up or drain),
- Check the transmission housing drain plugs for leaks.



Note

The amount of oil drained from the transmission is approximately 4.25 pints (use the same amount of fresh oil when refilling).

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The various operations described under this heading should always be carried out by an authorized Peugeot dealer.

Workshops are always extremely busy just before vacation periods. This point should be taken into consideration when scheduling repairs or adjustments to be carried out on your car.

IGNITION

Firing order : 1-3-4-2 (from flywheel)

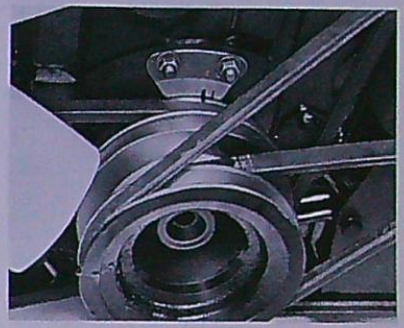
Initial ignition advance (B.T.D.C.) :

5° ± 2° at the flywheel

The correct gap between contact breaker points should be 0.016" (0.40 mm) corresponding to 63 ± 3 % Dwells.

Ignition setting

This **must** be carried out using the reference mark on the crankshaft pulley and the graduated plate on the timing gear housing.



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CYLINDER HEAD

On new vehicles the cylinder head gasket must be re-tightened at the time of the 600 miles service.

If the cylinder head is taken off or if the engine is replaced, retighten efter 600 miles.

This operation, which calls for special tools and precautions, should be carried out by a PEUGEOT dealership.

VALVE CLEARANCE

Check every 12,500 miles with the engine cold (6 hours rest minimum)

The valve clearance measured must be :

Inlet 0.10 mm (0.004") cylinder 2-3
Inlet 0.20 mm (0.008") cylinder 1-4

Exhaust 0.25 mm (0.010").

Fully open	To adjust
E^1	I^3 E^4
E^3	I^4 E^2
E^4	I^2 E^1
E^2	I^1 E^3

CARBURETORS

The engine idling speed must be adjusted every 12,500 miles after adjustment of the dwell angle (or percentage) and the initial ignition setting.

The engine must be hot (cooling fan engaged).

WARNING - Only the screws **W** and **Z** of the 1st carburetor (32 BICSA2) must be adjusted to alter the idling speed. Never alter the setting of the 2nd carburetor (34 BICSA6) screws **1** and **2**.

Idle speed : 900 $\pm^{50}_{0}$ rpm.

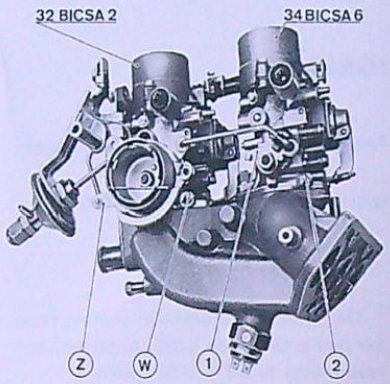
Operation order

- Adjust the idle speed screw to obtain a speed of 900 rpm.
- Adjust the mixture screw until you get maximum increase in rpm.
- Readjust the idle speed screw to read 900 rpm.
- Repeat above sequences until action on mixture screw does not increase the speed above 900 rpm.

Fast idle : California only : 1400 $\pm^{50}_{0}$ rpm.

Adjustment procedure :

- Disconnect the pin connector from the electronic control box.
- Adjust the idle speed screw of the vacuum unit to obtain 1,400 rpm.



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SPARK PLUGS

Use only : AC : C 44 XL
MARCHAL : 35 HS
CHAMPION : N 7 Y

The correct eletrode gap should be between 0.024" and 0.028".

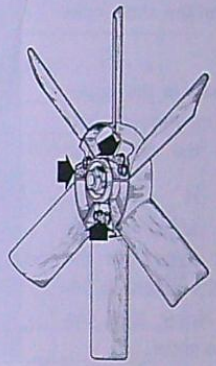
To ensure long engine life, neither spark plugs nor ignition seiting should be deviated from.

DRIVE BELTS

Tension per strap

	New belt		Used belt	
	kg	Pounds	kg	Pounds
Fan/Alternator	40-50	90-110	30-40	65-90
Air pump	40-50	90-110		
Air conditioning compressor	45-55	100-120		
Power steering	30-40	65-90		

SELF-DISENGAGING FAN



The normal gap between the electromagnet and the fan plate is 0.012" to 0.016".

Reset the above gap by means of the there adjusting screws if required.

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Station Wagon

BRAKES

The front disc brakes are fitted with an automatic play take-up device.

The pads should be replaced when the remaining thickness of the lining is 2.5 mm (1/10 inch).

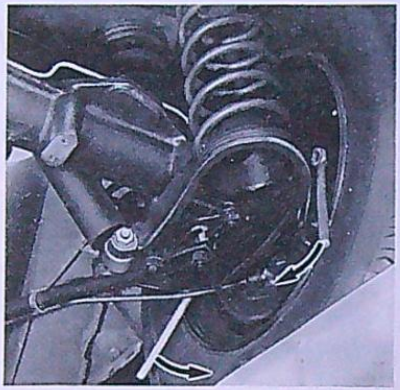
The rear drum brakes should be adjusted in accordance with the schedule on page 43.

To carry out this adjustment on each of the rear wheels:

- Jack up the wheel.
- Using a wrench, rotate the front adjustment square in the direction of forward movement until the shoe locks the drum.
- Slightly rotate the square in the opposite direction until all interference between the shoe and the drum has disappeared.
- Carry out the same adjustment on the other adjustment square on the same brake, but turn the square in the opposite direction. Never alter the adjustment of the brake pedal.

Hand brake

After adjusting the rear brake shoes, check the tension of the hand brake cable.



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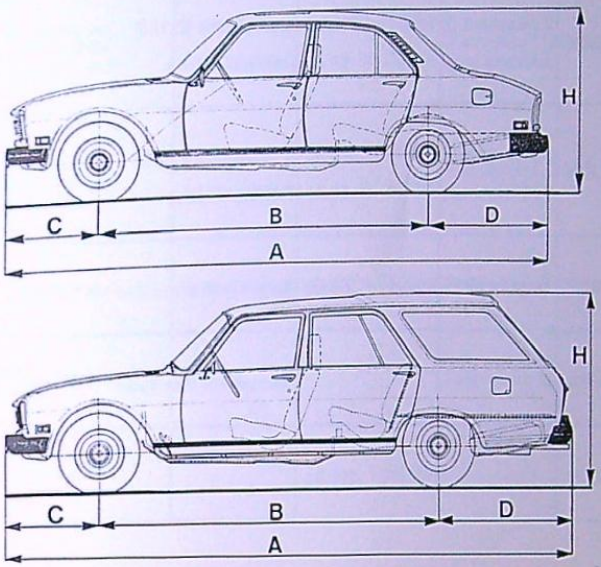
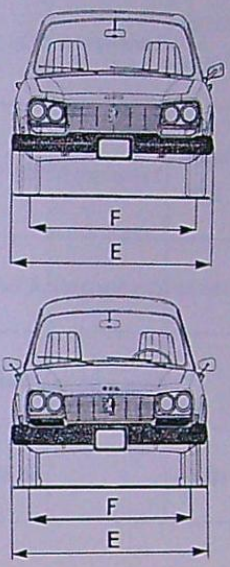
	Sedan		Station Wagon
	GL	SL	
Seating capacity	4		4
Max. permissible laden weight	3,870 lbs		4,550 lbs
Max. load on front	1,950 lbs		2,000 lbs
Max. load on rear (not to be exceded)	2,100 lbs		2,870 lbs

	Sedan	Station Wagon
Max. permissible rolling weight (M.R.W.)	6,320 lbs	7,470 lbs
Max. slope when starting at M.R.W.	12,5 %	
Max.towing weight within limits of M.R.W.:		
- trailer without brakes ...	1,355 lbs*	1,465 lbs*
- trailer with brakes	2,865 lbs*	3,310 lbs*
Maximum towing speed .	50 mph*	

** Values applicable in France.*





	Sedan	Station Wagon
A -	15.2'	16.2'
B -	9.0'	9.5'
C -	2.6'	2.6'
D -	3.6'	4.0'
E -	5.5'	5.5'
F - front	4.6'	4.6'
rear	4.4'	4.4'
H - unladen	4.7'	5.0'
laden	4.6'	4.9'

DISTRIBUTION OF CAPACITY WEIGHT

	SEDAN SL GAS ET GL DIESEL		SEDAN GL GASOLINE	
Location of load	Without roof rack	Without roof rack	Without roof rack	Without roof rack
Front seats	2 passengers (2x150) = 300 lbs Additionnal cargo = 30 lbs	2 passengers (2x150) = 300 lbs	2 passengers (2x150) = 300 lbs Additional cargo = 60 lbs	2 passengers (2x150) = 300 lbs Additionnal cargo = 30 lbs
Rear seats	2 passengers (2x150) = 300 lbs Additionnal cargo = 30 lbs	2 passengers (2x150) = 300 lbs	2 passengers (2x150) = 300 lbs Additionnal cargo = 60 lbs	2 passengers (2x150) = 300 lbs Additionnal cargo = 30 lbs
Trunk	Cargo evenly distributed = 180 lbs	Cargo evenly distributed = 130 lbs	Cargo evenly distributed = 180 lbs	Cargo evenly distributed = 130 lbs
Roof-rack		Cargo evenly distributed = 110 lbs		Cargo evenly distributed = 110 lbs
Total	840 lbs	840 lbs	900 lbs	900 lbs

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	STATION WAGON			
	With 4 passengers		With 2 passengers only	
Location of load	Without roof rack	Without roof rack	Without roof rack	Without roof rack
Front seats	2 passengers (2x150) = 300 lbs Additional cargo = 35 lbs	2 passengers (2x150) = 300 lbs	2 passengers (2x150) = 300 lbs	2 passengers (2x150) = 300 lbs
Rear seats	2 passengers (2x150) = 300 lbs Additional cargo = 35 lbs	2 passengers (2x150) = 300 lbs	Rear bench collapsed	
Loading platform	Cargo evenly distributed = 620 lbs	Cargo evenly distributed = 540 lbs	Cargo evenly distributed 990 lbs	Cargo evenly distributed = 840 lbs
Roof-rack		Cargo evenly distributed = 150 lbs		Cargo evenly distributed = 150 lbs
Total	1290 lbs	1290 lbs	1290 lbs	1290 lbs

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ENGINE

Type	XNUSA 1 : Federal XNUSA 2 : California
Layout	inclined at 45°
N° of cylinders	4
Bore	3.464"
Stroke	3.189"
Cubic capacity	120.3 cu. ins
Compression ratio	8 : 1
Cylinder block	Made of cast iron
Cylinder head	Aluminium
Valves	Overhead, push rod operated
Camshaft	Lateral within cylinder block
Carburetors — Primary	Solex 32 BICSA2
Carburetors — Secondary	Solex 34 BICSA6
Lubrication	Pressure
Engine cooling	Water
Fan	Self-disengaging

CLUTCH

Clutch plate	Dry disc
Control	Hydraulic

TRANSMISSION

Standard	Number of forward speeds :	4
	Control lever :	floor mounted
Automatic transmission	Number of forward speeds :	3
	Control lever :	floor mounted

FRONT AXLE

	Sedan	*Station Wagon*
Characteristics in working order		
Toe-in	0.12" ± 0.04"	0.12" ± 0.04"
Camber angle	0° 38'	0° 38'
Castor angle	2° 40'	2° 40'

REAR AXLE

Hypoid axle	suspended	non-suspended

STEERING GEAR

Turning radius		
- between kerbs	17.1'	18.0'
- overall	17.9'	18.7'

BRAKES

Type	Discs all round	Discs at front Drums at rear
Control - foot brake	Hydraulic with compensator	
- hand brake	Cable control on rear wheels	

SUSPENSION

Type - front	Independent wheels	
- rear	Independent wheels	Rigid rear axle
Springs	Coil and anti-roll bars	
Shock absorbers	Telescopic	

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TIRES

Dimensions	*Sedan*	175 × 14" (175 × 355)
	Station Wagon	185 SR × 14" (185 × 355)

ELECTRICAL INSTALLATION

Battery	12 V - 65 Ah
Alternator	750 W

CAPACITIES OF COMPONENTS

		U.S.	IMP.
Engine sump (crankcase)		8.44 pints	7 pints
Transmission (standard)		2.42 pints	2 pints
Automatic transmission		10.9 pints	9.1 pints
Rear axle	*Sedan*	2.5 pints	2.1 pints
	Station Wagon	3.4 pints	2.8 pints
Fuel tank	*Sedan*	14.7 gallons	12.3 gallons
	Station Wagon	15.8 gallons	13.2 gallons
Cooling system		16.5 pints	13.62 pints

Table of bulbs

Headlamps	12 V sealed beam units
Front and rear side lights	R. 19 SAE 67
Front and rear direction indicators Back up lights Stop lights	P 25 - 1 - SAE 1073
Registration plate light Luggage trunk light Glove box light	R. 19 SAE 67
Interior lights (on door posts)	Elongated 10×42 - 12 V-7 W
Turn signal warning light Choke warning light High beam warning light Control lights	T 8 - 12 V - 2 W
Instrument panel lighting Brake warning light Oil pressure light Four-way flasher	T 8 - 12 V - 4 W

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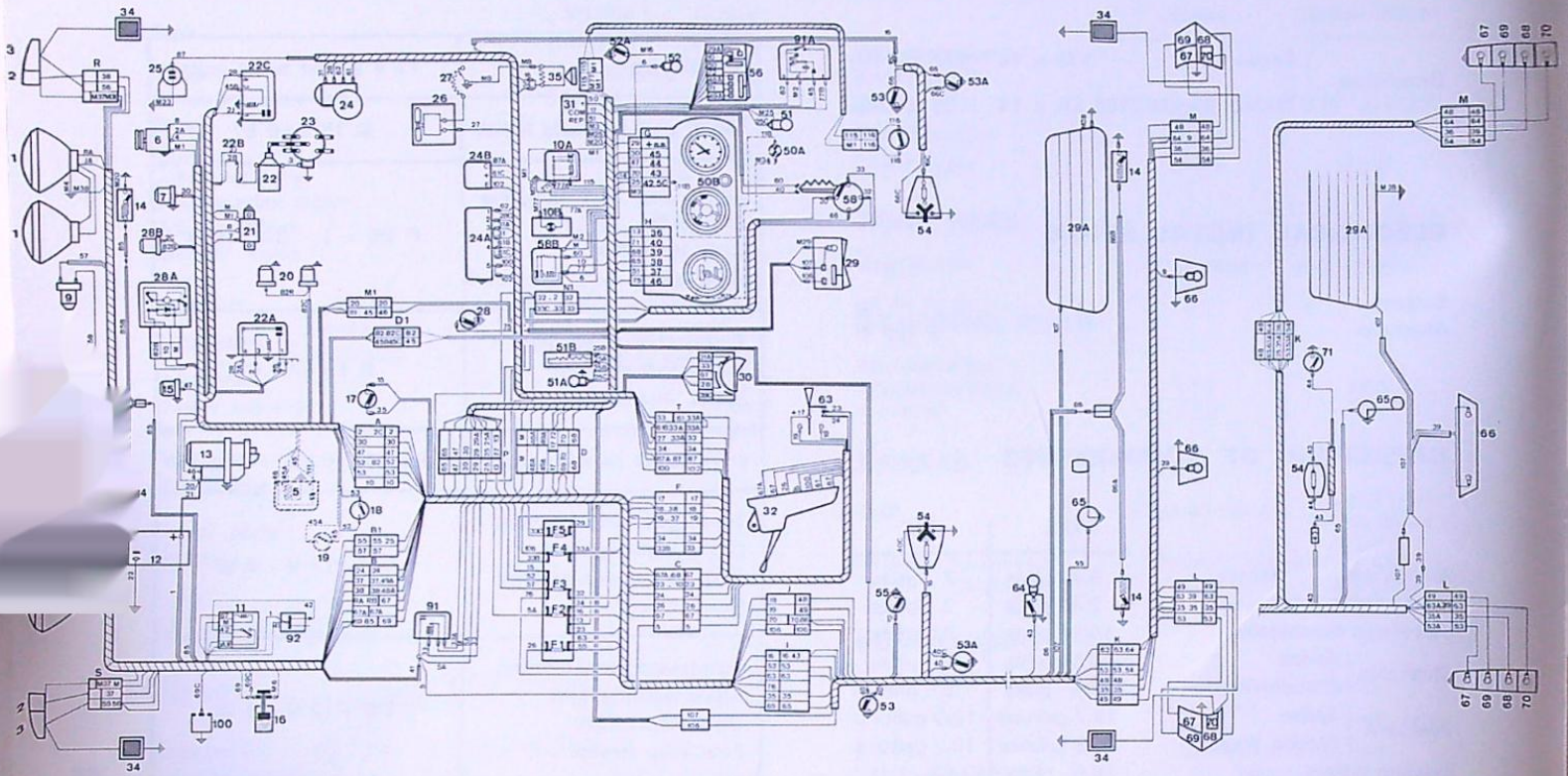
wiring diagram

Sedan SL

Station Wagon



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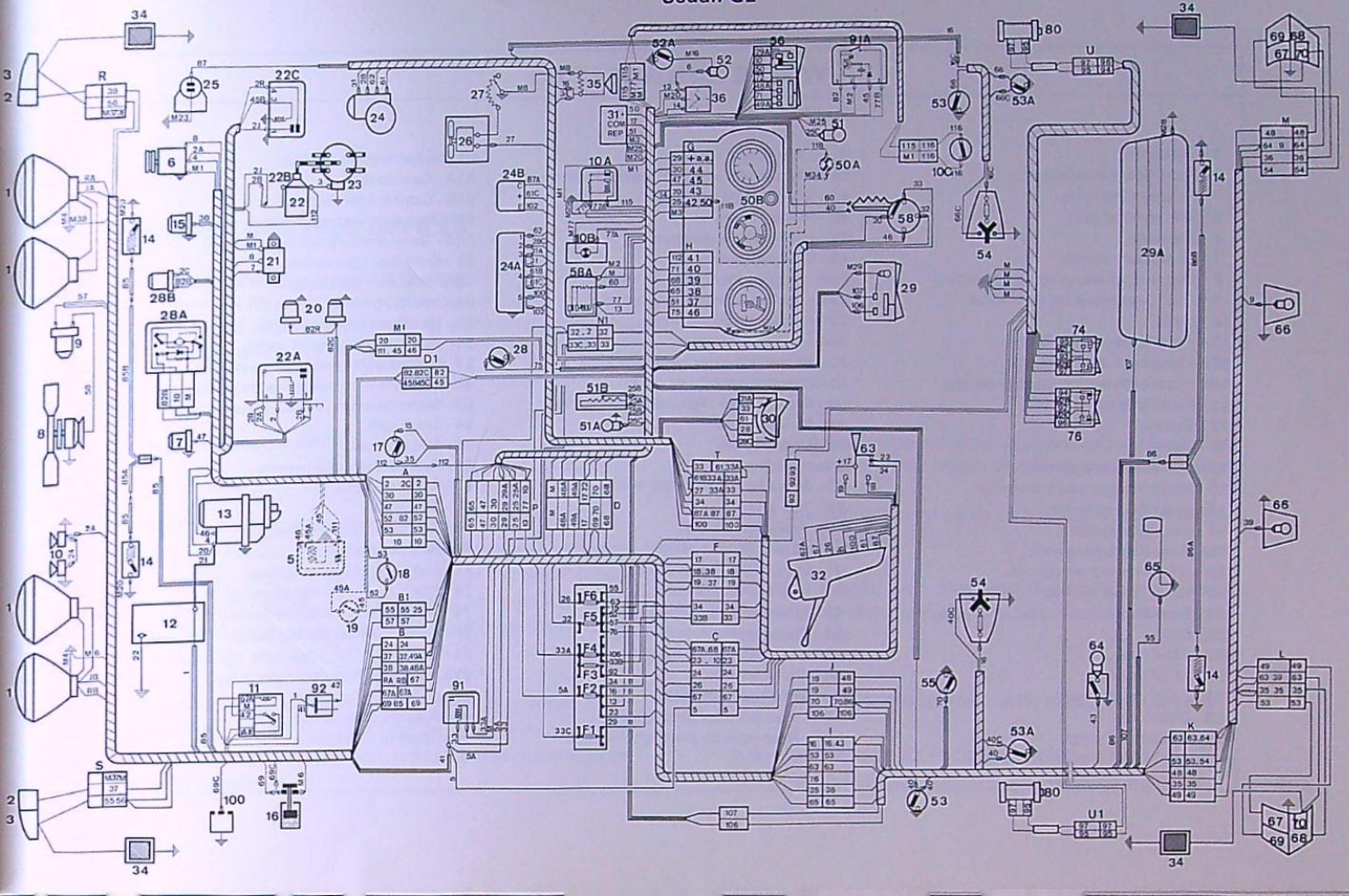
Sedan GL



WIRING IDENTIFICATION

1 - Headlights.
2 - Front direction indicators.
3 - Front parking lights.
5 - Starter motor relay.
6 - Alternator.
7 - Oil pressure switch.
8 - Electro-magnetic or motor driven fan.
9 - Electro-magnetic fan thermostat.
10 - Horns.
10A - Seat belts warning buzzer.
10B - Seat belts tell - tale light.
10C - Seat belts warning system cut-out.
11 - Headlights relay.
12 - Battery.
13 - Starter.
14 - Brake pad electrodes.
15 - Water temperature transmittor.
16 - Brake fluid reservoir.
17 - Stoplights switch.
18 - Reversing lights switch.
19 - Starter protection cut-out.
20 - Idling circuit cut-out.
21 - Regulator.
22 - Coil.
22A - Coil relay.
22B - Coil resistor.
22C - Coil resistor relay.
23 - Distributor.
24 - Windshield wiper.

24A - Windshield wiper relay.
24B - Windshield wiper delayed action timer.
25 - Windshield washer pump.
26 - Heater blower.
27 - Heater blower rheostat.
28 - Choke tell-tale switch.
28A - Choke control motor.
28B - Choke control thermostat.
29 - Heated rearscreen switch.
29A - Heated rearscreen.
30 - Windshield wiper switch.
31 - Direction indicators switch.
32 - Combined switch : lights/windshield wash-wipe.
34 - Parking lights.
35 - Cigare lighter.
36 - Clock.
37 - Direction indicators tell-tale.
38 - Fuel gauge.
39 - Headlights tell-tale.
40 - Hazard warning tell-tale.
41 - Tachometer *(Sedan SL).*
42 - Parking lights tell-tale.
43 - Brakes system warning light.
44 - Water temperature indicator.
45 - Oil pressure warning light.
46 - Choke tell-tale.
50 - Instrument panel light.
50A - Gear indicator plate light.
50B - Gear indicator plate light rheostat.

51 - Heater controls lighting.
51A - Console lighting.
51B - Console light rheostat.
52 - Glove compartment lighting.
52A - Glove compartment light switch.
53 - Front door light switch.
53A - Rear door light switch.
54 - Interior lighting.
55 - Handbrake tell-tale switch.
56 - Hazard warning lights switch.
58 - Combined ignition switch and anti-theft lock.
58A - Ignition in on position warning buzzer.
63 - Combination switch : direction indicators/horns.
64 - Trunk light.
65 - Fuel tank unit.
66 - Rear number plate lighting.
67 - Reversing lights.
68 - Stop lights.
69 - Rear direction indicators.
70 - Rear parking lights.
71 - Tailgate light switch *(Estate).*
74 - Front LH window winder switch.
76 - Front RH window winder switch.
80 - Window winder electric motor.
91 - Relay.
91A - Safety belts system timer relay.
92 - Connection terminal.
100 - Pressure drop tell-tale.
+aa - Feed to accessories.

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EMISSION CONTROL DEVICES

In order to meet the current U.S. regulations, 1976 Peugeot 504 models are fitted with an emission control system to reduce the quantity of unburnt hydrocarbons, carbon monoxide and oxides of nitrogen.

The system consists of :

— an oil sump gas recirculating device (P.C.V.), which prevents the escape of sump gasses (a mixture of oil vapor, combustion gas, unburnt gasoline vapor and water vapor) into the atmosphere, while preventing too high a pressure build up in the sump which would result in oil leakage from the bearings and seals.

— an anti-evaporation device which prevents gasoline vapor escaping from the fuel tank into the atmosphere when the temperature of the gasoline increases due to conditions of use, or climate.

- Precisely tuned compound carburetors to provide optimum fuel metering under various stages of the engine speed or load.

- an air injection system to pump air into the exhaust manifold during deceleration.

- a thermal reactor, wich completes the purification process, changing harmful exhaust gases into harmless water and carbon dioxide.

In addition for the 504 vehicles intended for the State of California :

- a deceleration valve "COPPOLAIR" allowing a better combustion of the carburated mixture during deceleration.

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EXHAUST EMISSION CONTROL

1 - Air pump

2 - Drive belt

3 - Injection valve

4 - Inlet manifold

5 - First Carburetor (Solex 32 BICSA2)

6 - Second carburetor (Solex 34 BICSA6)

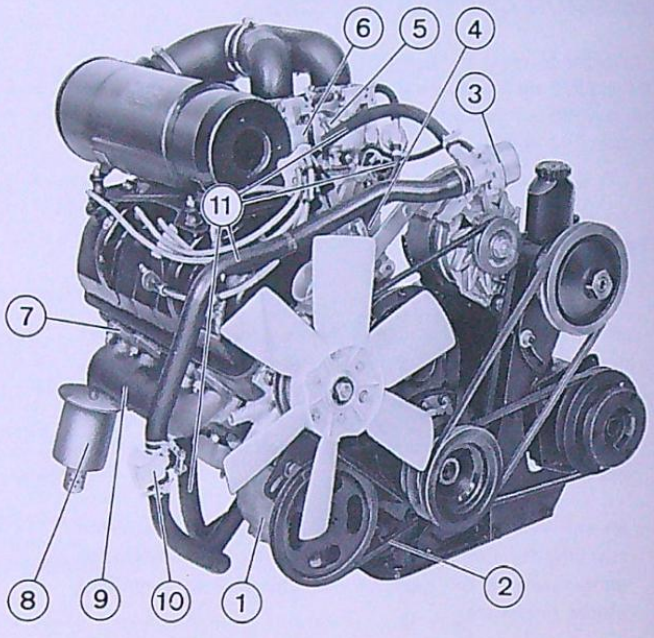
7 - Cylinder head with air injection passages

8 - Thermal reactor

9 - Exhaust manifold

10 - Non return valve

11 - Hoses



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OIL SUMP GAS RECIRCULATING DEVICE (P.C.V.)

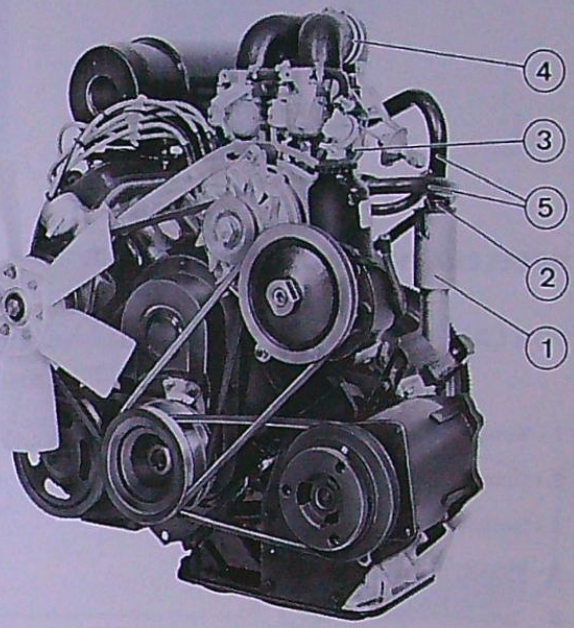
1 - Oil filler tube

2 - Cap with filter

3 - Inlet manifold (with calibrated suction nozzle)

4 - Hose between air filter and carburetors (with calibrated suction nozzle)

5 - Hoses.



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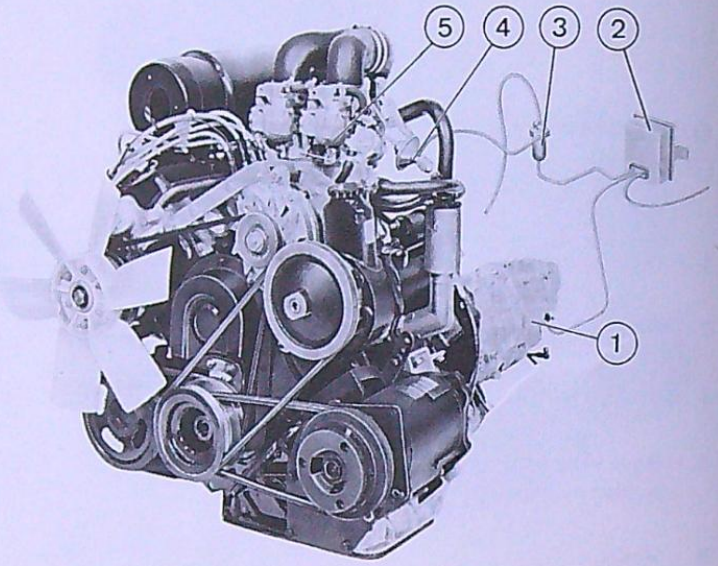
DECELERATION VALVE "COPPOLAIR"

FOR CALIFORNIA



1 - Sensor

2 - Control box

3 - Electrovalve

4 - Vacuum capsule

5 - Carburetor 32 BICSA2

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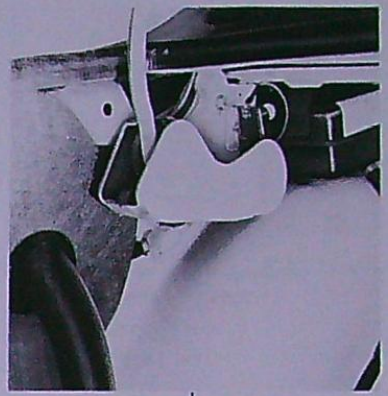
ANTI-EVAPORATION DEVICE



1 - Canister

2 - Hose from canister to carburetors

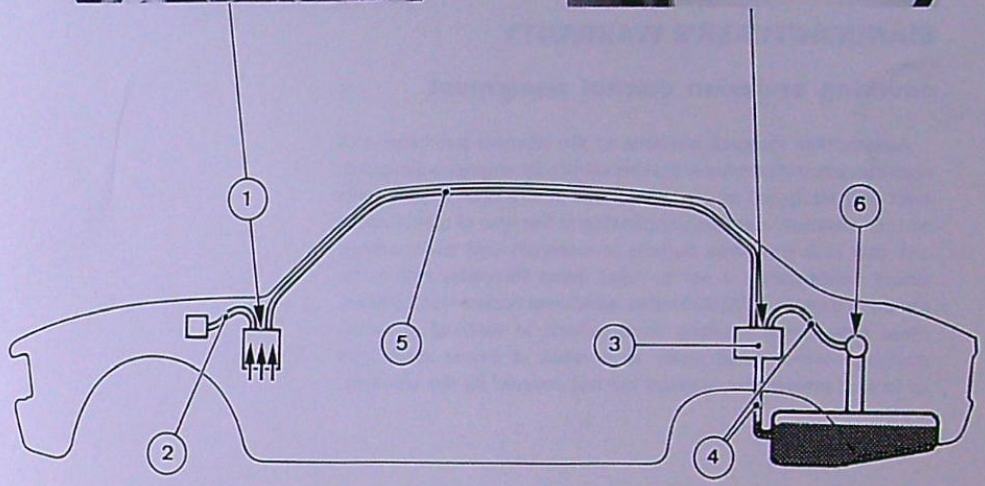
3 - Liquid separator

4 - Connecting lines

5 - Line from separator to canister

6 - Sealed gas filler cap.

7 - Non-return valve.



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MANUFACTURER'S WARRANTY

covering emission control equipment

Automobiles Peugeot warrants to the ultimate purchaser and each subsequent purchaser that his vehicle (or engine) is designed, built and equipped so as to conform at the time of sale with all U.S. emission standards applicable at the time of manufacture and that it is free from defects in materials and workmanship which would cause it not to meet these standards within the period of 5 years or 50,000 miles, whichever occurs first. Failures, other than those resulting from defects in material or workmanship, which arise solely as a result of owner abuse and or lack of proper maintenance are not covered by the warranty.

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