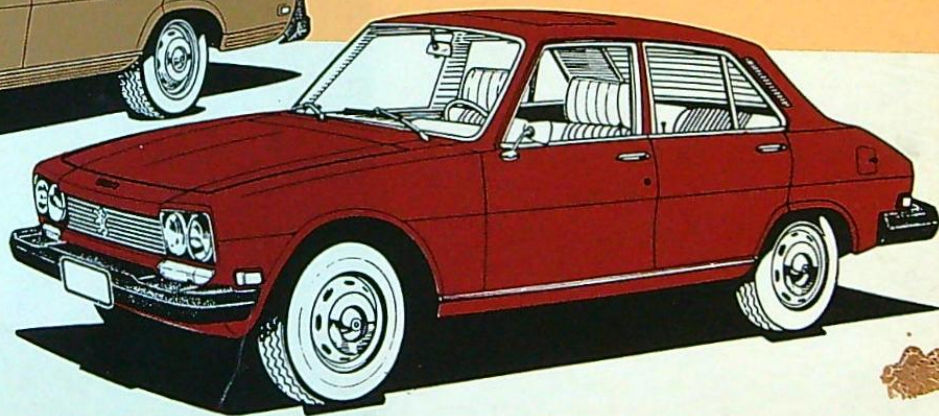
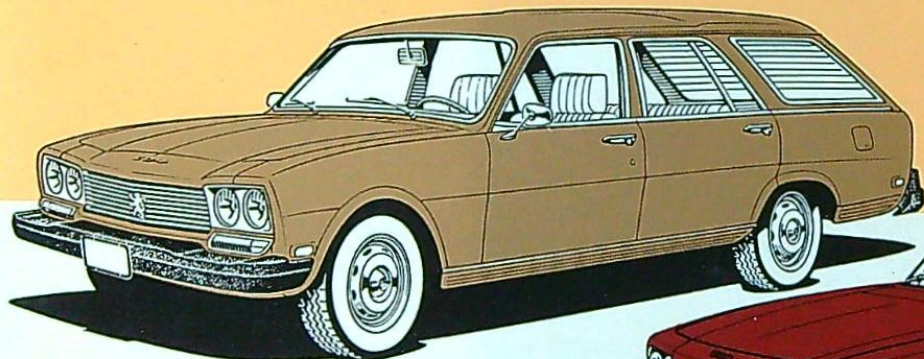


peugeot504.info



Owner's Manual



This Owner's Manual covers the following 1974 model vehicles :

SEDAN	}	with manual transmission
STATION WAGON		
SEDAN	}	with automatic transmission
STATION WAGON		

All 504 models meet with U.S. regulations concerning:

- mechanical equipment and body design*
- anti-pollution laws, through fitting of the following:*
 - exhaust emission control device*
 - oil sump gas recirculation (P.C.V.)*
 - device for preventing evaporation of gasoline.*

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 authorised Peugeot agent 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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AUTOMOBILES
PEUGEOT

DIRECTION APRÈS - VENTE

75, Avenue de la Grande-Armée - PARIS 16*

Téléphone : 267.20.00

PEUGEOT, INC.

300 Kuller Road

Clifton - N.J.

You have just taken delivery of your 504.

In order to get acquainted with this model, read the Owner's Manual and carefully follow the instructions given.

*At least take note of the most important paragraphs which are printed on a colored background.
If ever repairs should be necessary insist on the use of Genuine PEUGEOT spares, which are manufactured exactly like the ones used in production and ensure perfect interchangeability.*

For all information concerning PEUGEOT contact your local Agent or his Regional Distributor.

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

We wish you many happy hours of motoring.

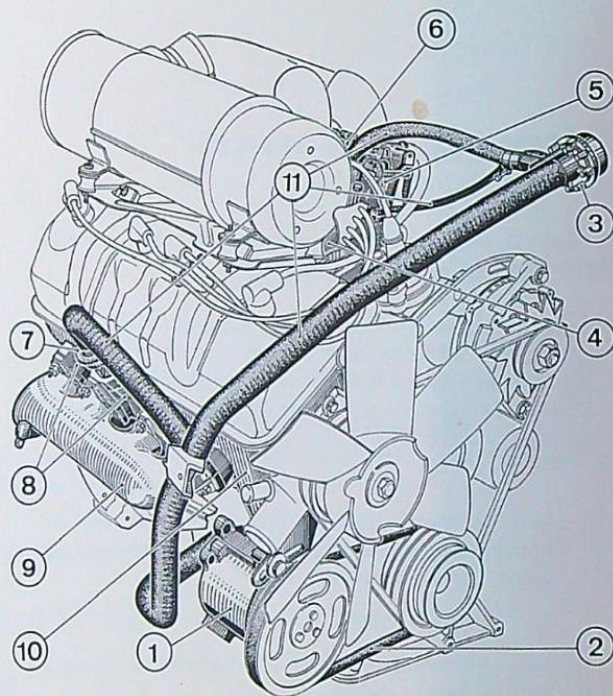
EMISSION CONTROL DEVICES

In order to meet with U. S. regulations in force, the 504 "1974 standard" models are fitted with:

- an exhaust emission control device (which reduces the quantity of unburnt hydro carbons, oxide of carbon and oxides of nitrogen which are emitted by the exhaust system) consisting of :
 - a pump which injects air into the exhaust manifold continuously and also into the inlet manifold when the vehicle is decelerating.
 - two carburetors, mounted in compound, to obtain a precise gas/air mixture for:
 - optimum consumption during different stages of acceleration, through use of the first carburettor alone
 - use of maximum engine power at full throttle, following cutting in of the second carburettor.
- 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.

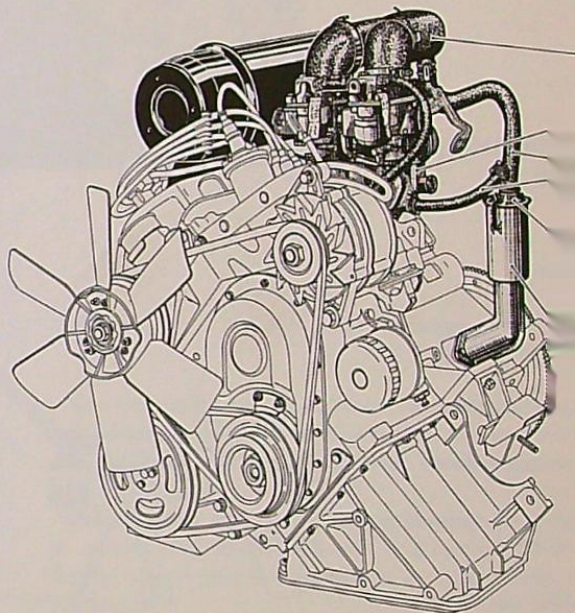
EXHAUST EMISSION CONTROL

- 1 - Air pump
- 2 - Drive belt
- 3 - Injection valve
- 4 - Inlet manifold
- 5 - First carburettor (Solex 32 BICSA2)
- 6 - Second carburettor (Solex 34 PBIC8)
- 7 - Non return valve
- 8 - Air distribution manifold
- 9 - Exhaust manifold
- 10 - Cylinder head with incorporated air passages
- 11 - Pipes.



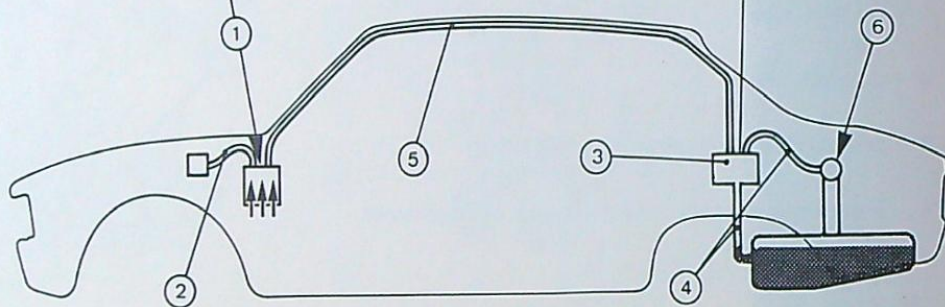
**OIL SUMP GAS RECIRCULATING DEVICE
(P.C.V.)**

- 1 - Oil filler tube
- 2 - Cap with filter
- 3 - Inlet manifold (with calibrated suction nozzle)
- 4 - Hose between air filter and carburettors (with calibrated suction nozzle)
- 5 - Hoses.



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.



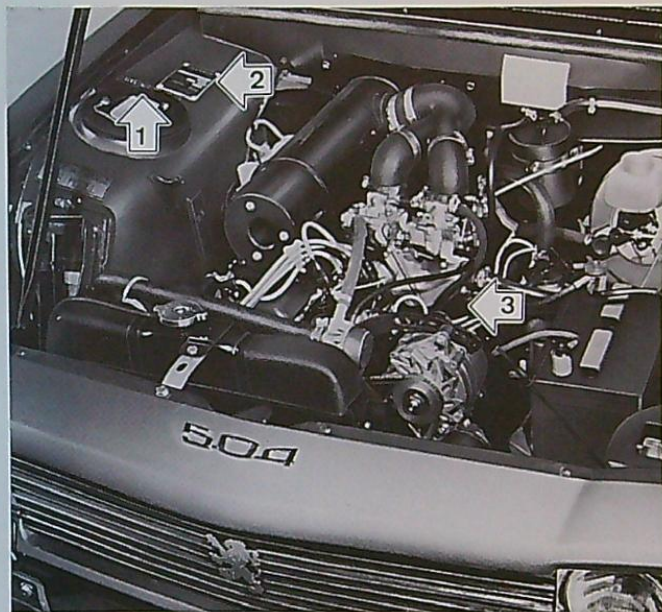
MANUFACTURER'S WARRANTY

covering emission control equipment

Your vehicle and its engine have been 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.

Your vehicle 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 materials or workmanship, which arise solely as a result of owner abuse and-or lack of proper maintenance are not covered by the warranty.



- 1 - Serial number
- 2 - Makers' plate
- 3 - Engine number (on mounting lug)

IDENTIFICATION

Owner's name :

Address :
.....

Serial n° :

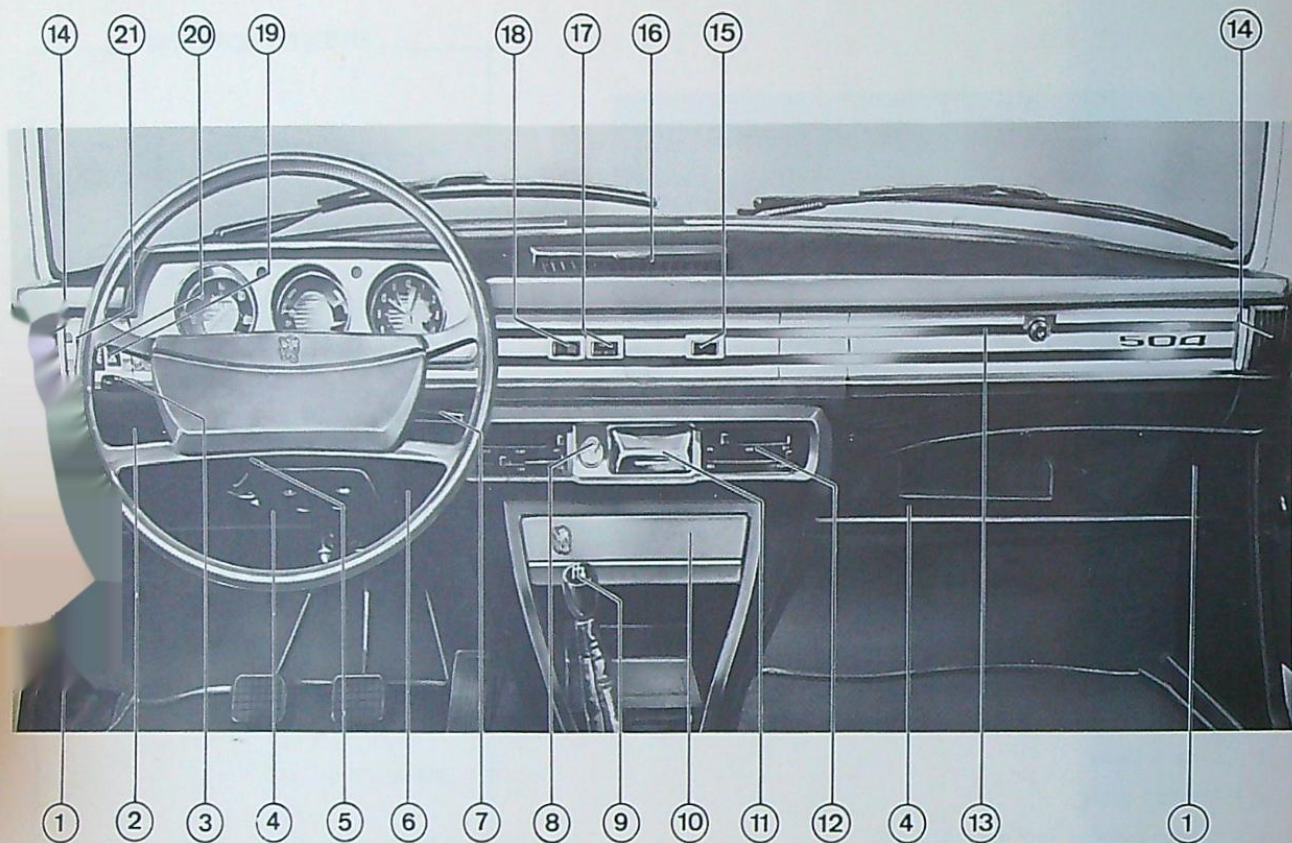
Ignition and door key N°

Trunk/Tailgate and glove box key N°

INSURANCE C° :

Address :

Policy n° :



- | | |
|---|---|
| 1 - Vent duct controls under the dashboard | 12 - Heater/ventilation controls |
| 2 - Fuse box | 13 - Glove box |
| 3 - Light switch and temporary windshield washer/wiper switch | 14 - Lateral air vents |
| 4 - Parcel shelf | 15 - Lighting rheostat for heater control, windshield wiper switch and hazard warning switch. |
| 5 - Anti-theft lock - Ignition switch | 16 - Central air vent |
| 6 - Choke knob | 17 - Safety belt warning light |
| 7 - Turn signal and horn control | 18 - Heated rear window switch |
| 8 - Cigarette lighter | 19 - Hazard warning switch |
| 9 - Gear shift lever | 20 - Light for windshield wiper and hazard warning switches |
| 10 - Location for car radio | 21 - Windshield wiper switch |
| 11 - Ash tray | |

Before starting the car,

- Check : - the position of your seat
- the setting of the rear view mirror
 - that the hand brake is « on »
 - the position of the gear shift lever :
 - in neutral on the standard transmission
 - selector in N or P on automatic transmission.
 - fasten your safety belt.

Before starting out on a trip,

- Check : - the operation of the dual brake system warning light 14 (page 19) 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
<i>Sedan</i>	Michelin XAS	23	27
<i>Station Wagon</i>	Michelin ZX reinforced	23	40

Braking assistance

This equipment, consisting of a vacuum servo-unit, requires a minimum of effort on the brake pedal. It only operates when the engine is running.

It is advised not to use the car :

- with the engine switched off
- with the engine disengaged from the transmission (in neutral or with the clutch « depressed »).

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.

STARTING

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

The engine can only be started if the front occupants sit and fasten their seat belts. The buzzer and warning light 17 (page 10) will remind you.

Use of the choke

The air/fuel mixture is rich enough to make the use of the choke unnecessary in numerous instances. Misuse of the choke results in reduced engine life. Therefore engine starting should be done as follows.

- with warm engine : **the choke must not be used.**
When the ignition key is turned, it is impossible to pull out the choke.
- with cold engine :
 - if outside temperature is above 60° F use intermediate choke setting.
 - if outside temperature is below 60° F use full choke.

In both instances, the choke setting must be reduced as soon as possible either totally (if the outside temperature is above 60° F) or to intermediate position (if the outside temperature is

below 60° F). The intermediate position should never be used for more than one minute.

- Insert the ignition key in the anti-theft lock (see page 37) and turn it clockwise to complete the ignition circuit.
- The oil pressure warning light 10 (page 19), the choke warning light 16 (if used) and the brake warning light 14 should light up.
- 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 16 should go out when the choke is completely in.
- When you release the handbrake, the warning light 14 should go out.

Never race the engine when it is cold.

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

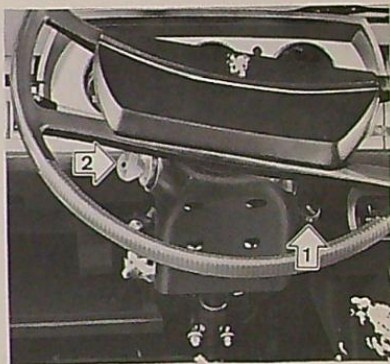
In cold weather

(automatic transmission)

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

Avoid racing the engine.

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.

GEAR SHIFTING

With standard transmission

The four forward speeds are synchromeshed. Nevertheless it is advisable not to select 1st gear above 25 m.p.h.

- The lever is moved according to the pattern shown opposite.
Neutral is on the line of 3rd - 4th gear.

- Do not allow your engine to labour. As soon as it begins to "labor" do not hesitate to shift down.

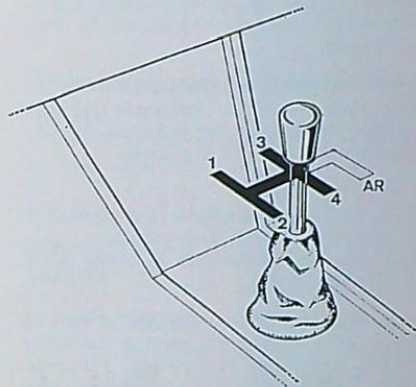
- Do not drive with foot resting on the clutch pedal.

- Never coast with the transmission in neutral.

- Do not shift into reverse until the car is at a complete standstill.

- 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.



STOPPING THE ENGINE

Turn the key anti-clockwise. **Never remove it before the car is at a complete standstill.**

- « Stop » position: the steering gear remains locked provided the steering wheel is turned until the steering lock plunger engages.

With automatic transmission

The selector lever, mounted on the transmission tunnel includes an illuminated index which indicates the various positions :

P - R - N - 3 - 2 - 1

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

P - Parking : the transmission is in neutral, the drive is locked by a mechanical device.



R - Reverse

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

3 - This position gives a range of ratios adapted to normal driving conditions. Pulling away is effected in 1st and the shift up is effected according to the accelerator pedal position :

1st → 2nd, between 9 and 23 m.p.h.

2nd → 3rd, between 15 and 57 m.p.h.

2 - Holding in 2nd

Position 2 is from 1st to 2nd and from 2nd to 1st according to the position of the accelerator pedal.

3 cannot be obtained.

This range, which enables full use to be made of the 1st and 2nd speed ratios, is designed for use on winding or badly surfaced roads, and when the driver wishes to obtain good response on hills or good engine braking without the risk of selecting the 3rd speed.

- When 2 is selected at full speed (from 3rd) a safety device prevents the selection of the 2nd ratio and the over-revving of the engine. Overrun engagement at 69 m.p.h.

1 - Holding in 1st

2 and 3 cannot be obtained.

This position enables one to obtain efficient engine braking at low speed without the risk of passing into 2nd. This position also enables pulling away, "using the gears" as with a standard transmission; starting off in position 1, accelerating, selection of position 2, accelerating, selection of position 3 for passage into 3rd.

- When 1 is selected at full speed, the same device as mentioned above prevents the first ratio from engaging above 42 m.p.h.

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

With automatic transmission

RATIO SELECTION WITH THE GAS PEDAL

The kick-down is obtained by depressing the gas pedal fully.

This enables an increase in the driving possibilities obtained with the selector lever.

The ratio change points are :

1st → 2nd : 37 m.p.h.

2nd → 3rd : 62 m.p.h.

TOPPING ON A SLOPE

The drive from the torque converter prevents the car from "creeping" backwards when stopped on a gentle slope, as long as engine is running. Do not leave the car without engaging the handbrake.

- 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 kerb, to return to their normal condition.

- When stopping on a slope, do not leave the car without applying the hand brake as the converter no longer operates with the engine stopped.

TOWING A TRAILER OR A BOAT TRAILER

The towing of a trailer or boat trailer is only possible if the authorised maximum weight is restricted (2,866 lbs) and on condition that a transmission oil temperature gauge is mounted on the dashboard.

Maximum speed when towing must not exceed 60 M.P.H.

The oil temperature should not exceed 130° C.

TOWING THE CAR

In the event of the car requiring towing, position the selector on N. Do not exceed 30 M.P.H. and a distance of 25 miles.

If the distance to be covered is more than 25 miles, 1 Qt of oil (see page 48) should be added to the recommended quantity.

After repairing the car, the oil should be reduced to the recommended quantity.

The engine cannot be started by towing or pushing the car.

In the event of an accident, damage to the transmission housing can lead to oil leakage. Therefore it is necessary to tow the car jacking up the rear so as to avoid damaging the epicyclic gear set.

DIRECTION INDICATORS (turn signals)

The turn signals, front and rear, are operated by the lever 7 (page 10).

- upwards : left hand turn,
- downwards : right hand turn.

HORNS

The horns are operated by lightly pulling the lever 7 towards the steering wheel.

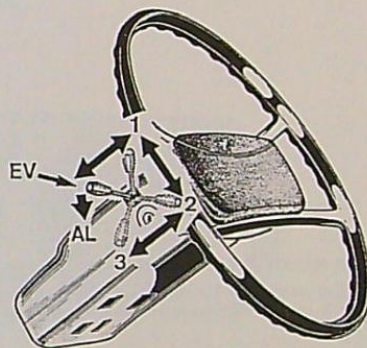
REAR VIEW MIRRORS

The interior rear view mirror, of "day and night" type, enables one to avoid being dazzled by the headlights of following cars by altering the position of the reflector plate.

The exterior mirror, mounted on the driver's door is easily adjustable due to its double ball joint fitting.

LIGHTING SWITCH

Situated on the left hand side of the steering column, it can be operated without taking one's hands off the steering wheel.



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

The three positions ; parking lights, low and high beam, also operate the rear lights as well as the dashboard lights, the intensity of which can be altered by the rheostat 11 (page 19).

The warning light 4 comes on when the parking lights are switched on.

The warning light 7 comes on when the switch is in the high beam position.

Headlamp flasher (AL)

Moving of the light switch lever downwards (with automatic return), operates the headlamp high beam flasher.

BRAKES

When starting, and more particularly after washing the car, or in winter after leaving the car in the open in low temperatures, check the operation of the brakes.

After driving through puddles of water, a few light applications of the brakes will aid the "drying" of the brakes.

Due to the brakes being of disc type spraying of oil under the car is not advised.

Hand brake

The hand brake lever is situated between the front seats and the brakes are applied by raising it.

When applying the handbrake, depress the foot brake to facilitate application of the pads against the discs.

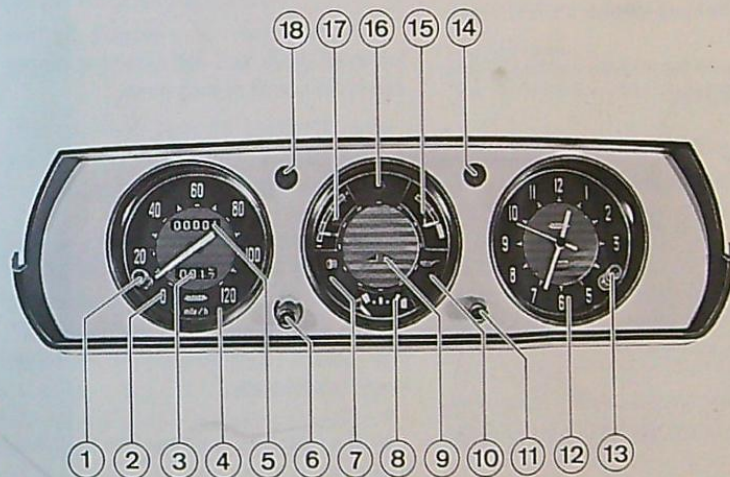
To release the brakes, depress the knob on the end and lower the lever completely.

When the brakes are completely released the warning light (14 page 19) should go out.

RUNNING IN

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

Modern day vehicles no longer require a long and tedious "running in" but none theless it is advisable to use the vehicle carefully for the first 600 miles or so, to enable the mechanical components to "free" completely. The above speeds should not be exceeded during this period (first 600 miles of driving).



- 1 - Trip mileage indicator resetting knob
- 2 - Speedometer
- 3 - Trip mileage indicator
- 4 - Parking light indicator
- 5 - Mileage indicator
- 6 - Button artificial
- 7 - High beam warning light
- 8 - Gas gauge
- 9 - Turn signal warning light
- 10 - Oil pressure warning light
- 11 - Instrument panel light rheostat
- 12 - Electric clock
- 13 - Clock setting knob
- 14 - Brake warning light
- 15 - Temperature gauge
- 16 - Choke warning light
- 17 - Thermal voltmeter (battery condition)
- 18 - Hazard warning light

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 50.

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 agent.

Water

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 43, check the radiator level. If necessary top up to two inches below the filler cap.

Never add cold water when the engine is hot.

Also check the fan belt and pulleys (page 63).

Gas

The gauge is graduated in quarters of a tank.



An empty tank is indicated by the left-hand mark and NOT by the empty can in the corner of the gauge.

Self disengaging fan

The engine is equipped with a self disengaging fan whose operation is dependent on the water temperature in the cooling system, operating between 175° and 195° F. It disengages at a much lower temperature.

In the event of over-heating and lack of fan drive see page 43.

Hazard warning

All four flashing indicators can be operated at the same time to indicate that the car is at a standstill.

Depress the switch, 19 (page 10)

The warning light 18 (page 19) indicates the operation of this system.

Turn signals

The lever, with automatic return, mounted on the steering column, is linked to the warning light 9. This warning light only comes on if the signals operate. If the flasher operates too rapidly check the turn signal light bulbs.

Brakes

The warning light 14 (page 19) is connected to :

- hand brake control,
- the brake pads,
- the hydraulic system distributor.

If it comes on, it can indicate :

- that the hand brake is applied,
- that the brake pads are worn and should be replaced.
- a fault in the dual brake system.

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

Battery charge

Check the thermal voltmeter 17 to control the Battery condition.

Engine stopped; the needle should just reach the beginning of the central zone, 40 to 70 seconds after switching on.

In normal use; the needle should move towards the red zone, + side, indicating a normal charge.

If the needle descends in the red zone — side, check the operation of the electrical installation.

If the needle reaches the red zone, + side, have the regulator checked.

WINDSHIELD WIPER-WASHER

By lightly depressing the light switch lever axially the windshield wiper is operated at "fast" speed (EV page 17).

By completely depressing the lever the electric pump of the windshield washer is activated. If the lever is then released slightly the washer pump stops but the windshield wiper continues.

This switch is independent of the one on the dashboard.

The two speed wiper switch is on the left hand side of the dashboard.

This switch 1 has three positions:



Off



Slow



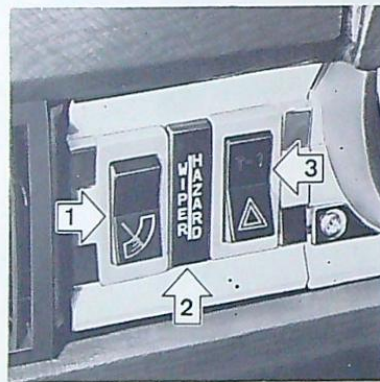
Fast

Check the level of the windshield washer regularly. The reservoir is situated in the engine compartment.

When necessary, top up with clean water to which solvent may be added.

CONTROL LIGHTING

To facilitate use at night, the windshield wiper switch 1, hazard warning switch 3 and heater/ventilation controls are lit up by a device 2 controlled by a rheostat 4, which only operates when the vehicle lights are on.



HEATING AND VENTILATION

Controls

1 - Heater control :

to the left : cold.

to the right : maximum heat

2 - Air inlet and ventilation :

"ON" ← "OFF" : air inlet

"FAN" ← "ON" : progressive operation of the fan blowing fresh as well as heated air into the interior.

3 - Distribution control for fresh or heated air (depending on the position of control 1) :

"DEF" : towards the windshield and front door windows (defrosting and demisting).

Between "DEF" and "FLOOR" : beginning of combined distribution upwards and downwards.

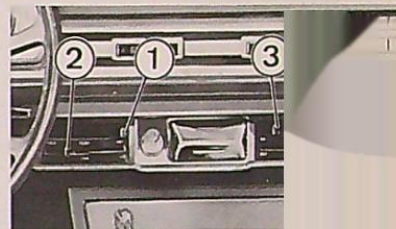
"FLOOR" : downwards to the passenger floor space.

4 - Ventilation control (air at exterior temperature) :

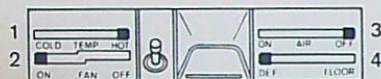
"ON" : central air intake on the dashboard open.

"OFF" : central air intake on the dashboard closed.

To direct the air coming from the central position them as desired.



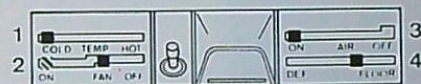
Defrosting and demisting of wind-
 shield and front side windows:



Distribution of heated air:



Maximum intake of fresh air at
 exterior temperature:



Place the controls:

- 1 - on "HOT"
- 2 - on "ON"
- 3 - on "DEF"
- 4 - on "OFF" air vent closed.

Place the controls:

- 1 - from left to right depending on temperature desired
- 2 - in the centre "FAN" or towards "ON"
- 3 - Between "DEF" and "FLOOR"
- 4 - on "OFF" air vent closed.

Place the controls:

- 1 - on "COLD"
- 2 - on "FAN" or towards "ON"
- 3 - between "DEF" and "FLOOR"
- 4 - on "ON" air vent open.

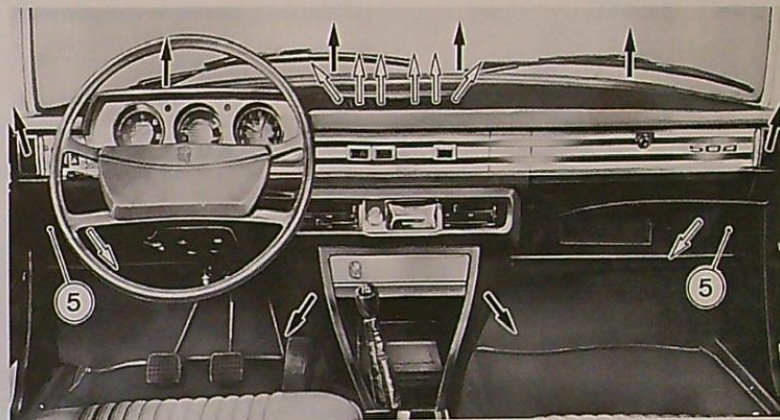
Black arrows:

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.


Special conditions

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

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

2 - on "FAN" or towards "ON"

3 - on "FLOOR"

4 - on "ON".

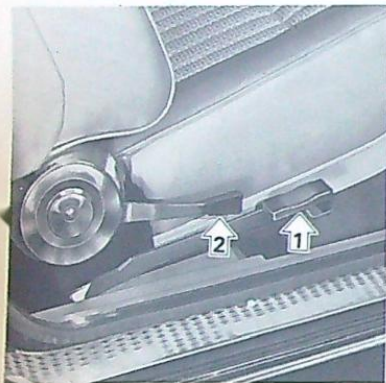
2 - To prevent exhaust fumes from other vehicles getting into the car:

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

FRONT SEATS

Their position may be adjusted as required when the passenger or driver is seated.

- Raise lever 1 and move the seat on its slides until the desired position is reached.
- To achieve adjustment of the backrest pull lever 2 upwards and lean back on backrest to obtain the desired seating position.



Sleeping berth arrangement

- 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.



Station Wagon

Rear seat and loading platform

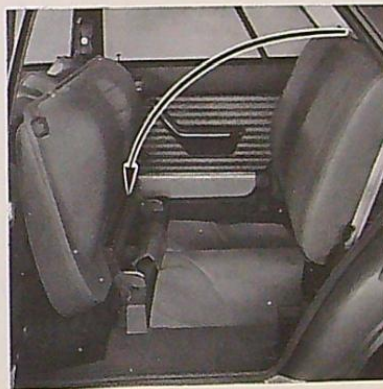
To increase the dimensions of the loading area, raise the seat and fold down the backrest.

- Lift the locking lever and push it backwards.



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

- Fold the rear backrest into the position previously occupied by the seat 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 lateral supports are properly locked.



HEAD REST

Each front seat has a moveable head rest adjustable by pulling it upward.



MAP BOX

The center console incorporates a small compartment for maps, cigarettes, etc.



REAR ARM REST

To use the rear arm rest, lower it towards the front.



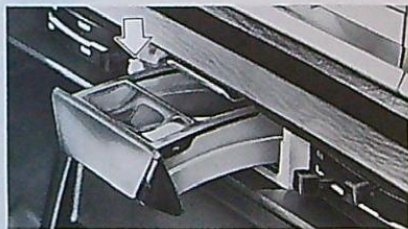
CIGARETTE LIGHTER

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 from their recess, the center spring is depressed.



ELECTRIC CLOCK

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

If the supply of electricity has been interrupted for any reason, the clock should be reset to the correct time. To achieve this, 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 the centre posts incorporates a switch with three positions :

- 0 - off position
- 1 - lighting controlled by the opening of each door on the same side
- 2 - permanent lighting.



DOORS

Opening

- *from the outside*, push the knob in
- *from the inside*, pull the lever.

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

Warning

When the inner knob is depressed before closing the front doors, these remain locked if the outer knob is depressed while closing.

Make sure, therefore, that the keys have been removed from the ignition, before locking the doors.

Locking

Front doors

- *from the inside*, push down the knob
- *from the outside*, turn the key to the right.

Rear doors

- push the locking knob down.

Child safety

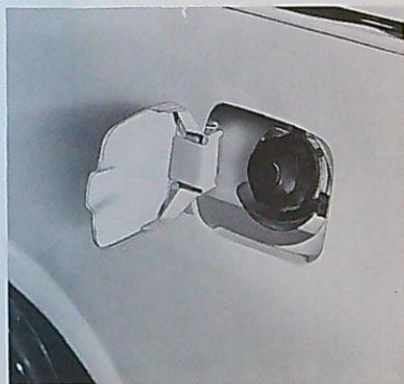
By raising the lever indicated by the arrow, the rear doors cannot be opened from the inside.



FILLING THE GAS TANK

The filler hole is in the rear left fender.

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

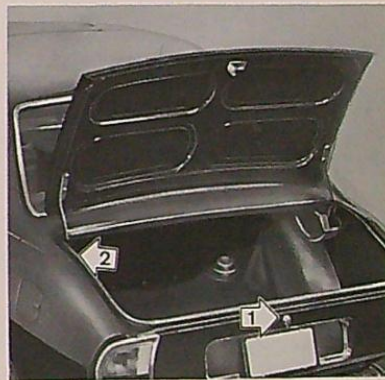


LUGGAGE TRUNK

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. The lighting of the trunk is ensured by the lamp 2 whose operation is controlled by the opening of the trunk lid.

To lock the trunk turn the key to the left.



Station Wagon

TAILGATE

Opening

To open the tailgate push the knob.

Torsion bars 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").



The opening of the tailgate controls the loading platform lighting.

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

- close all windows,
- fully open all air intakes and set the fan going at full speed.

Locking

The tailgate is lockable. Locking-half a turn to the right. Unlocking-half a turn to the left.



HEATED REAR WINDOW

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

A warning 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.

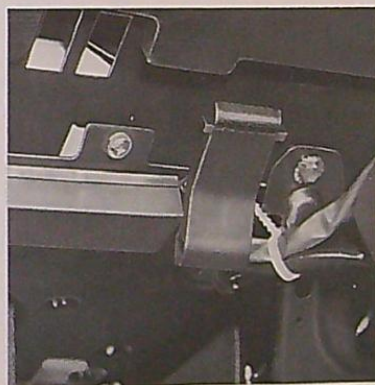


HOOD

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 raised. Depress the catch to release.

The hood is supported by a stay which engages automatically.



To close the hood, first lift it to disengage the stay by moving it towards the rear.

Ensure that the side safety catches have fully engaged.

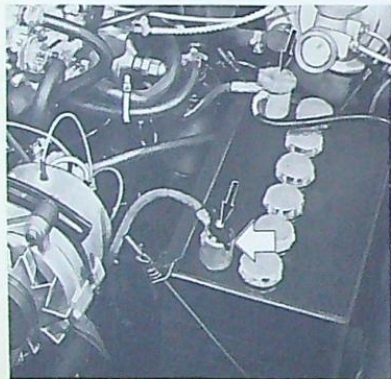


GROUND

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 enable the connecting of 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 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 55).

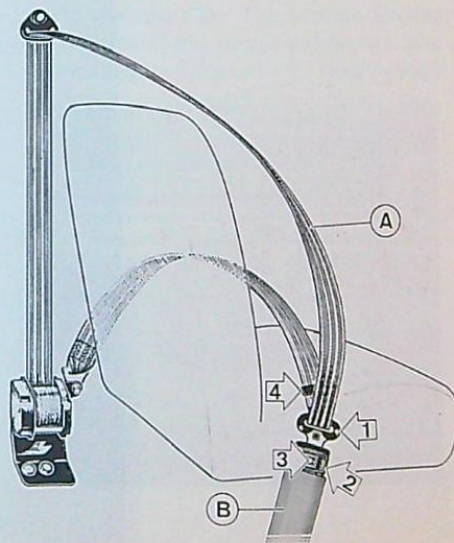
When reinstalling the battery after it has been charged or when replacing the battery, smear "Multipurpose Grease" on half of the height of the terminal protectors before installing the pronged terminals.

SAFETY BELTS

The approved safety belts are made up of :

At the front

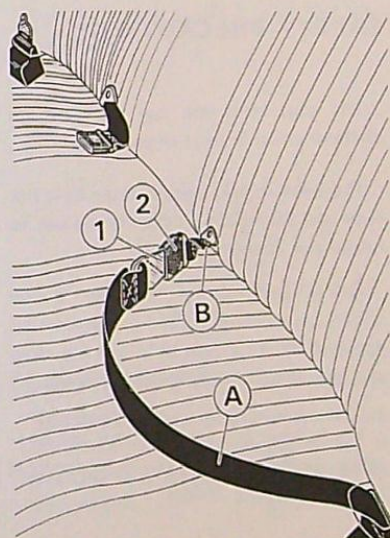
- one strap A with retractor securing the lap and shoulder strap functions.
- a semi-rigid strap B with locking buckle and electric contact.



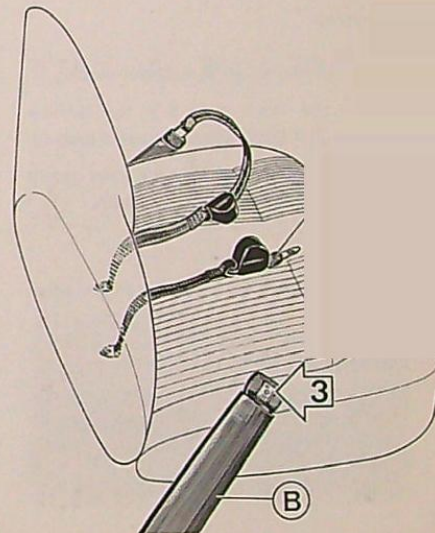
At the rear

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

Sedan



Station Wagon



Positioning

At the front :

- Pull out the strap **A** so you are secure.
- Slide the catch **1** and insert the latch in the locking buckle **2**.
- Bring the lap belt strap **4** as near as possible to the buckle **1** for preadjustment.

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.

IMPORTANT

The engine can only be started if the front occupants sit and then fasten their seat belts.

MAINTENANCE

To clean the seat belts, only 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.

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).



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. Only one operation of the starter is possible at a time, after switching on the ignition.

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 (risk of discharging the battery if the heater fan is operating or if the car radio is on).

JACK

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



REPLACING A WHEEL

- Apply the hand brake and engage the 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 unlock the wheel attachment 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 same.
- Hook the pivoting 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 :



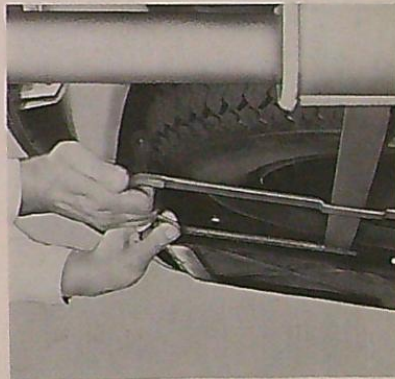
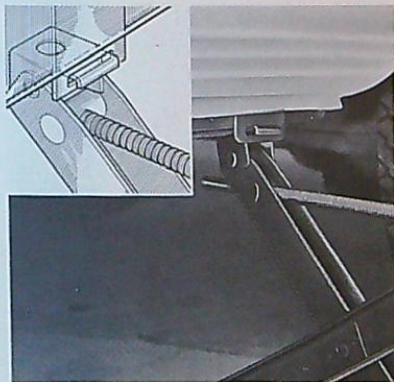
- Holding the jack in this position, turn the bolt to bring the base down to the ground. The base of the jack must be perpendicular to its head.
- Check that the jack is well under the crossmember or support.
- Engage the jack handle, positioning it at 90° in relation to the jack bolt axis with the small pin engaging in the eye on the yoke.



- Raise the car and change the wheel.
Inflate the tyre to the correct pressure as soon as possible (refer to table on page 12).
- The front wheels should be statically and dynamically balanced after the tire has been repaired and at time of changeover of the wheels.

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

In order to avoid any risk of loss, theft or deterioration of the wheel, proceed as follows : engage the lock of the spare wheel by means of the latch.

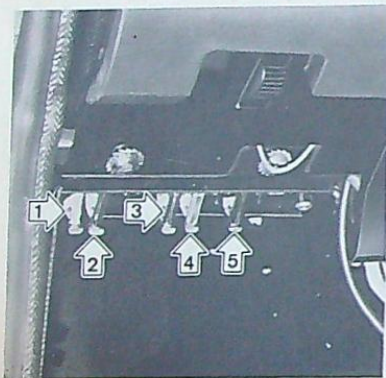


FUSES

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

The 5 fuses protect the following circuits:

- F 1 - 5 A** - Front and rear side lights
License plate light
Instrument panel lights
Heater control lights
Side master lights



- F 2 - 10 A** - Interior lights
Trunk light
Horns
Cigarette lighter
Glove compartment light
Clock (permanently live)

- F 3 - 10 A** - + after contact
Stop lights
Back up lights
Self disengaging fan
Safety starter switch
Safety belts relays

- F 4 - 15 A** - Ventilation (heater blower)
Windshield wiper and washer
Windshield wiper relay
Rear window defroster

- F 5 - 10 A** - Accessories
Turn signal lights
Hazard warning light
Thermal voltmeter
Gas gauge
Water temperature gauge
Warnings - oil pressure
- choke
- brakes

HEADLAMPS

Low beam : mounted on the outside.

High beam : mounted on the inside.

Their setting must be done accurately using the appropriate apparatus.

Replacing a "Sealed beam" unit

- Remove the headlamp lens
- Release the hooking ring
- Disconnect the connector

Setting

- Remove the headlamp lens.

For vertical setting : Turn the upper screw **1** in the required direction

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



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 - Side light
- 4 - Stop lights

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

Access to these lights is obtained by removing the lens.



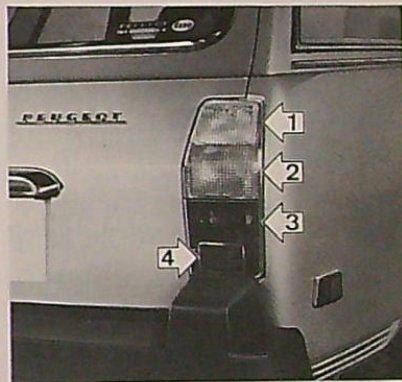
Station Wagon

REAR LIGHTING

Each rear light assembly incorporates the following:

- 1 - Back up light
- 2 - Flasher
- 3 - Stop light
- 4 - Side light.

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



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. This thermostat, which has been thoroughly tested for use with the engine of your car, must never be removed. If required, a thermostat, which opens at 190° F, is available for use in very cold climates (maximum temperature 32° F) in order to increase the car heating.

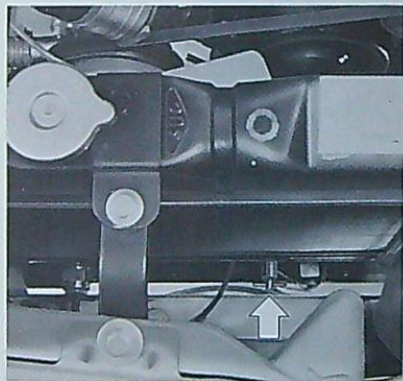
The water level in the radiator is maintained at 2" below the filler neck. It is therefore pointless to fill the radiator beyond the above level, since the excess water drains away and frequent topping up beyond the normal level would only result in lowering the percentage of anti-freeze to a dangerous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

Draining the cooling system

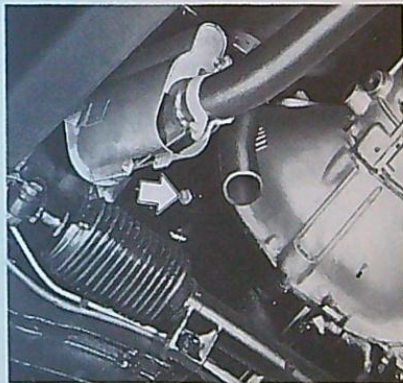
This draining and flushing, must be effected each spring. Check the condition of the hoses, the tightening of the clamps and refill with an anti-freeze mixture (see page 44).

Draining is accomplished as follows :

- Set control lever 1 (page 23) to the red spot in order to allow draining of the heater radiator.



- Remove the radiator filler cap.
- Open the drain tap located at the front of the radiator.
- 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.

After filling the cooling system let the engine run for a few minutes to allow for the filling of 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, one should make sure that the fan engages.

- 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 63).
- Tighten the three screws moderately.
- Retighten the lock nuts.

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

PRECAUTIONS DURING FROSTY WEATHER**Engine cooling water**

Add anti-freeze to the engine cooling water to protect the engine from freezing. The quantity of anti-freeze to be added is given in the table below.

Down to	Use	Do not use the same anti-freeze for more than 1 year.
23° F	1 QT	
10° F	2 QT	
— 6° F	3 QT	
— 32° F	4 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 strips

Using a brush apply a coat of silicone to the rubber strips on the doors and trunk lid to avoid the tearing off of these strips.

Battery

Keep the battery fully charged to prevent it from freezing.

ANTI-FREEZE

All vehicles leaving the factory are protected down to — 12° F with the correct amount of antifreeze.

Washing

The chemicals used to melt the snow and ice on the roads are corrosive.

During winter, when the roads are covered with these products, the chrome work should be protected with an appropriate product.

If your car has been used under these conditions, have it washed frequently and carefully to maintain it in good condition. **Do not forget that the underside should also be washed.**

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.

RADIATOR SCREEN

The radiator screen is for use when temperatures are inferior to 0 °C, but the shutters should be kept open until the temperature reaches - 10 °C.

For temperatures under - 10 °C the screen shutters may be closed.

LOCKHEED 55

or CASTROL CASTRAULIC RS

should be used.

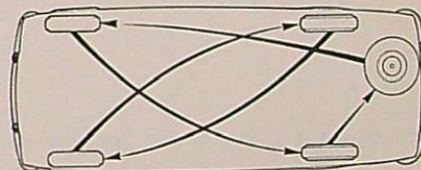
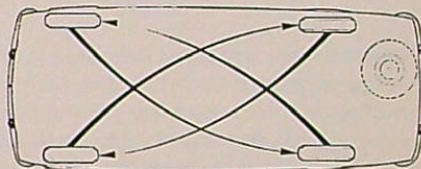
These brake fluids are not miscible.

TIRES

Change around

To obtain maximum use of the tires rotate them periodically as shown below and have the wheels balanced.

Do not forget to inflate each tire to the appropriate pressure (see page 12).



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 MILE SERVICE CARD :

This will be presented as payment to the authorised 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.

LUBRICATION TABLE (recommended lubricants)

Components	Oil viscosity and Type
Engine	Summer: 20W 40 Winter: 10W 30
Standard transmission	20W 40
Automatic transmission	ESSO DEXRON B 10-103 or SHELL DONAX T6
Rear axle	SAE 80 MIL. L. 2 105 B or SAE 80 API GL. 5
Brake and clutch fluid	LOCKHEED 55 or Castrol CASTRAULIC RS
Chassis	MULTIPURPOSE GREASE
Bodywork, doors, hood, hinges, etc...	Light MOTOR OIL
Front wheel dust caps	Multipurpose GREASE

IMPORTANT — *The modification of the references of certain parts, accessories and lubricants, or concerning the settings and maintenance intervals being possible since delivery of your car, it is advisable to check with the Concessionnaire before replacing any parts.*

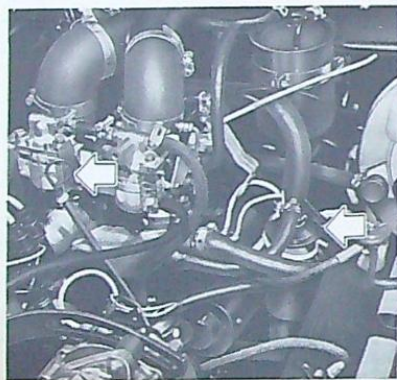
INTERVAL	OPERATION	COMPONENTS
Every 500 miles	Check level	Engine sump · Hydraulic systems
At 3,000 miles	Check and adjust Replace	Initial advance - Idling speed Oil filter cartridge
Every 3,000 miles	Lubricate Drain and refill Check Check level Check pressure	Chassis and bodywork Engine sump Hydraulic systems · Thickness of brake pads Standard transmission · Rear axle Battery · Radiator - Windshield washer jar Tires
At 6,000 miles	Replace	Oil filter cartridge
Every 6,000 miles	Check and adjust Replace Drain and refill	Drive shaft rubber boots · Spark plugs Cooling fan air gap · Hand brake travel and rear brakes (SW) Oil filter cartridge Standard transmission
At 9,000 miles	Check and adjust	Initial advance - Idling speed
Every 9,000 miles	Drain and refill	Rear axle (Sedan)
At 12,000 miles	Adjust	Valve clearance
Every 12,000 miles	Replace Check adjust or replace Lubricate Clean and adjust	Spark plugs - Air filter element Fan belt - Air pump belt Distributor felt Rear brakes (Station Wagon)
At 18,000 miles and then every 18,000 miles	Check and adjust Drain and refill	Initial advance - Idling speed Rear axle (Station Wagon)
Every 24,000 miles	Check and adjust Drain and refill	Antipollution system Hydraulic systems
At 24,000 miles, then every 24,000 miles	Adjust	Valve clearance
MAINTENANCE OF AUTOMATIC TRANSMISSION		
At 500 miles, 3,000 miles, 9,000 miles and every 9,000 miles	Drain and refill	Automatic transmission
Every 500 miles	Check level	Automatic transmission

Every 500 miles

ENGINE

Checking the oil level

Adding oil between two refilling operations is a **normal routine maintenance** job which should be carried out according to the marks on the flat part of the cylindrical dipstick.

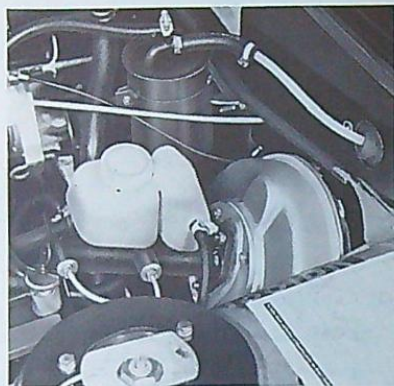


- the upper flat part corresponds to the maximum level of the engine oil capacity.
- the lower flat part shows the minimum amount of oil which should be present in the engine sump.

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

HYDRAULIC SYSTEMS

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



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

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

Every 3,000 miles

ENGINE

Drain and refill

This should be effected with the engine warm.

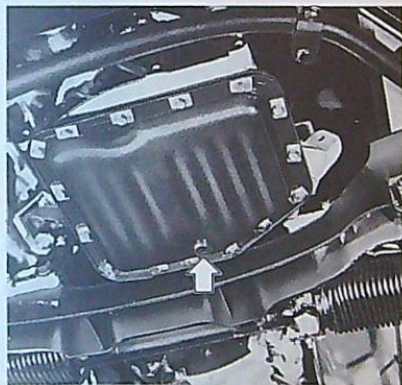
Refilling

Capacity : 8.44 pints (U.S.)

Summer : 20W 40

Winter : 10W 30

It is advisable, if the vehicle is used extensively in town (frequent starting and stopping), or in very cold weather, to change the engine oil every 1,500 miles as under these conditions, the oil is rapidly saturated with condensation of water and fuel which lowers 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.

The four pads on the one axle must always be replaced together, once the amount of lining on the most worn pad reaches 0.1".

Also check the hand brake cable tension.

Every 3,000 miles

MECHANICAL COMPONENTS

MULTIPURPOSE GREASE (6 nipples)

Left hand steering knuckle pivot

Left hand steering arm ball stud

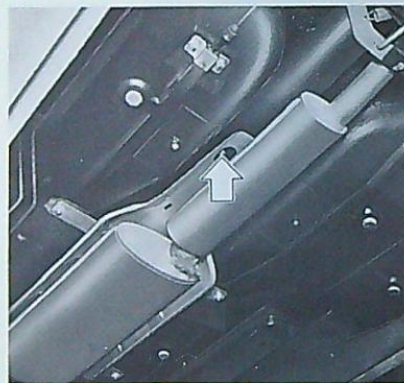
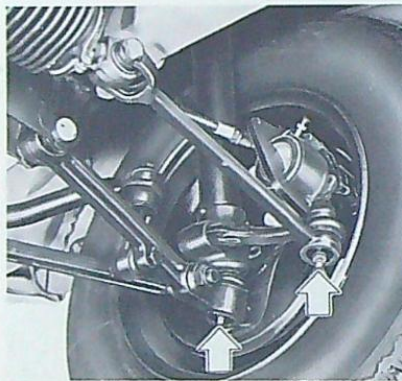
Steering rack

Right hand steering knuckle pivot

Right hand steering arm ball stud

Torque sphere

Propeller shaft bearing



Every 3,000 miles

Check 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.

Standard transmission

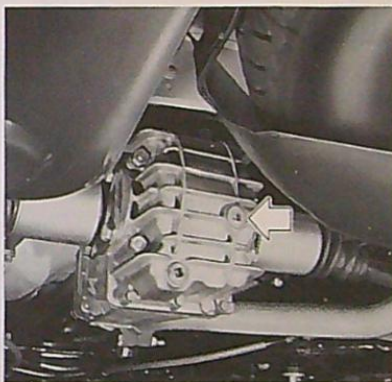
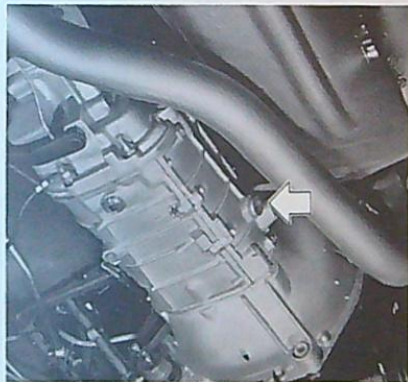
20W 40

Automatic transmission

(see page 59)

Rear axle

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



Mechanical linkages

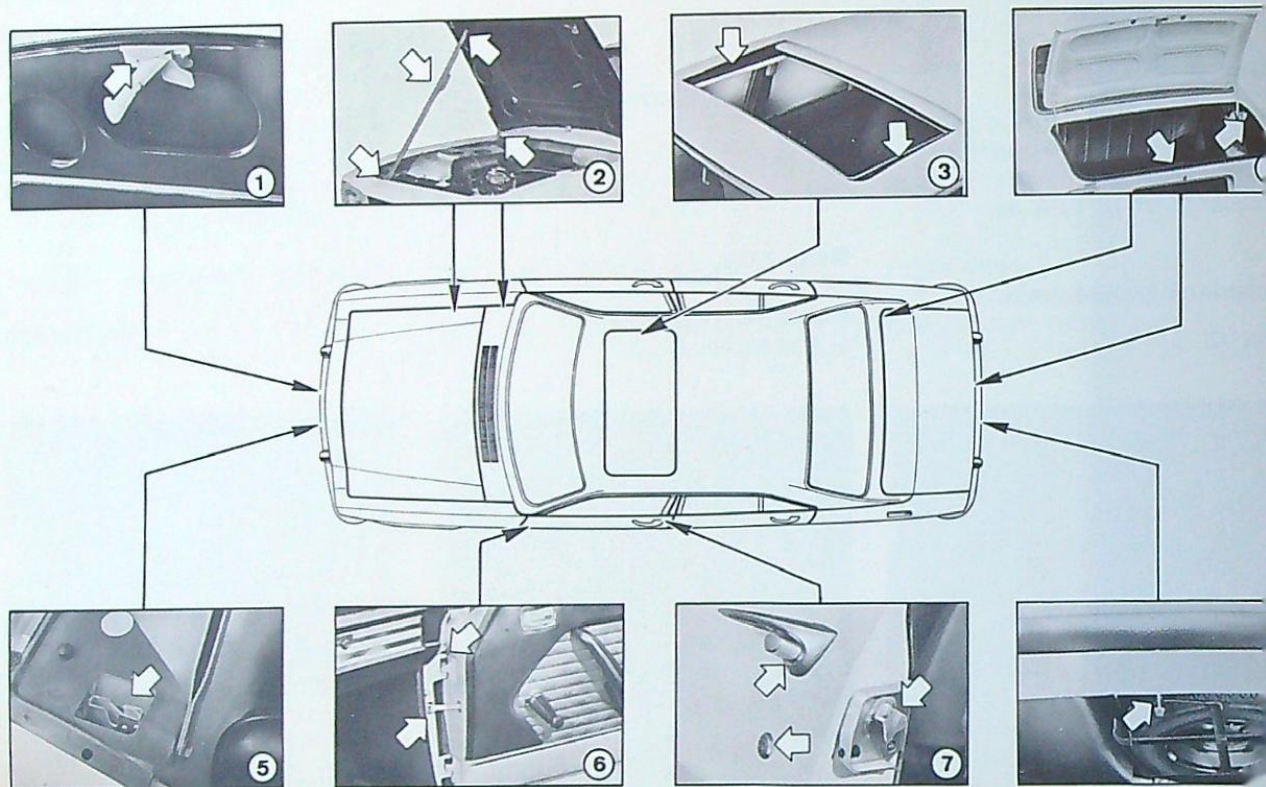
Hand brake

Gear control

Cables

Choke control - heater controls

Hood release control.



Every 3,000 miles

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 distilled water only 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. When this operation is carried out, ensure that both the positive and negative terminals of the battery are disconnected.

TIRES

Check the pressure of each tire, including the spare wheel (page 12).

Tire pressures should be measured when tires are cold.

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.

Using clean water, flush the cooling system once a year when the freezing period is over. This should be effected with the engine cold.

Every 6,000 miles

OIL FILTER

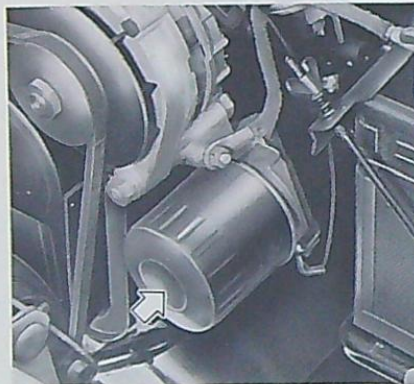
The "Easy change" oil filter cartridge, LS 152 A or LOCKHEED DBA FC 109 (P.N. 1109.23) must be replaced :

at the 3,000-mile service

at the 6,000-mile service

then every 6,000-miles.

This cartridge must not be removed during intermediate oil changes.



SPARK PLUGS

Clean the spark plugs and check electrode gap : 0.024"

Every 6,000 miles

TRANSMISSION (standard)

Drain and refill

2.5 pints

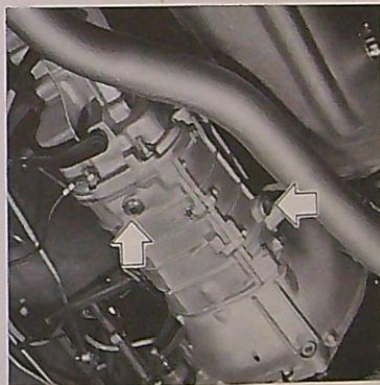
20W 40

CARBURETOR

Check the intake pipe and heating hoses in the vicinity of the hose clamps.

BRAKES

Adjust the brakes and handbrake travel (Station Wagon).



Every 9,000 miles

REAR AXLE (Sedan)

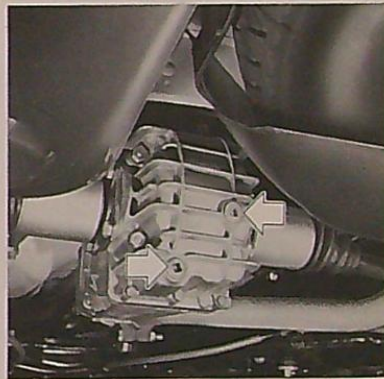
Drain and refill

2.53 pints

SAE 80 MIL. L. 2 105 B

or

SAE 80 API. GL. 5



Every 12,000 miles

AIR FILTER

Replace the filter element (P.N. 1145.49) (every 6,000 miles if used in very dusty areas).

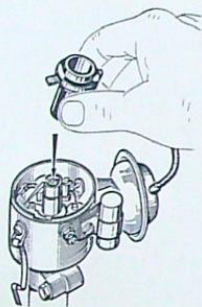
SPARK PLUGS

Replace with new plugs (see page 63).

DISTRIBUTOR

Lubricate with an oil can using :
ENGINE OIL

Distributor: (the felt under the rotor arm, slightly).

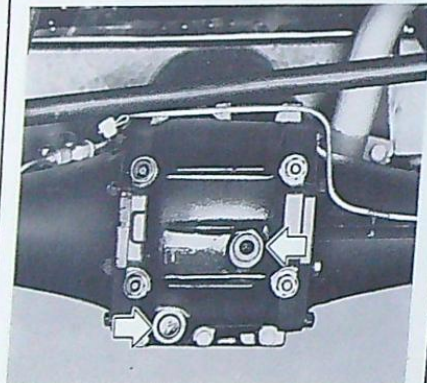


Every 18,000 miles

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.



Every 24,000 miles

HYDRAULIC SYSTEMS

Drain the systems.

Refill and bleed :

- use

LOCKHEED 55

or Castrol CASTRAULIC RS
fluid.

If the car is used infrequently, realise
this draining every 2 years.

OPERATIONS PARTICULAR TO ZF AUTOMATIC TRANSMISSION

Every 500 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.)

To facilitate the refitting of the dipstick, position the flat side parallel to the apron.

At 3,000, 9,000 miles then every 9,000 miles

Draining and refilling with oil

a - Preliminary conditions:

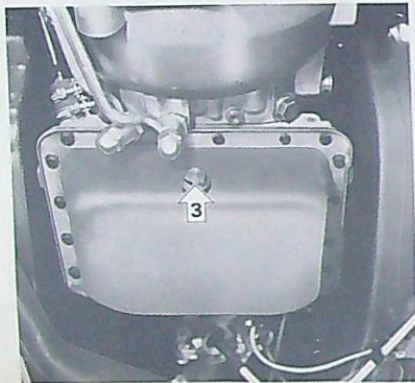
- The transmission should be warm
- The engine should be stopped (but at normal operating temperature),
- The selector lever should be on the N position,
- The car should be empty and on flat ground,
- The handbrake should be set.

b - Necessary equipment:

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

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 to the minimum mark **m**,
 - Road test over a few miles,
 - Check and adjust if necessary up or drain),
 - Check the transmission housing plugs for leaks.



Note

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

The various operations described under this heading should always be carried out by an official Peugeot concessionnaire or agent.

Make an appointment with your agent beforehand and do not wait until the last minute.

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

Ignition setting

(at 3,000, 9,000, 18,000 then 18,000 miles)

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

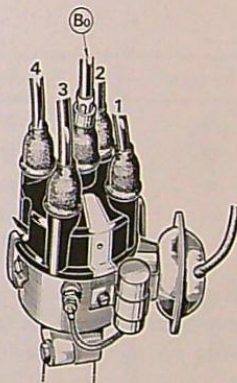
IGNITION

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

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

- 5° at the flywheel

The correct gap between contact breaker points should be $0.016'' \pm 0.002$



CYLINDER HEAD

On new vehicles the cylinder head gasket should 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 after 600 miles.

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

VALVE CLEARANCE

(check at 12,000 miles then every 24,000 miles)

The valve clearance measured cold must be:

Inlet 0.10 mm (0.004")

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

An air intake heating device is fitted to the engine of your car. It facilitates the starting up of the engine in cold weather.

CARBURETORS

The engine idling speed must be adjusted, by a Peugeot agent, at 3,000 miles, 9,000 miles, 18,000 miles, then every 18,000 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 PBIC8) screws 1 and 2.

- Adjust screw **Z** to obtain an idling speed of 800 r.p.m.
- Unscrew screw **W** until the engine speed is stable
- Unscrew screw **W** one complete turn
- Adjust screw **Z** to obtain an idling speed of 830 to 880 r.p.m.
- Screw in screw **W** to obtain a drop in engine speed of 30 r.p.m. giving an idle of approximately 800 to 850 r.p.m.

SPARK PLUGS

(check every 12,000 miles)

The spark plugs to be used should be of the following types:

AC	: 44 XL	P.N. 5961.15
CHAMPION	: N 7 Y	P.N. 5961.27
MARCHAL	: 35 HS	P.N. 5961.25

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

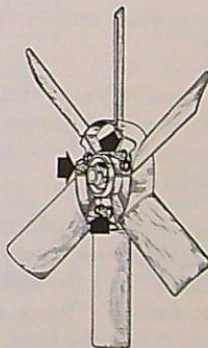
The fitting of spark plugs and a distributor which are suited is imperative, to ensure the long life of the engine. Therefore only those recommended by Peugeot and the settings given for the ignition timing should be used.

SELF-DISENGAGING FAN

(check every 6,000 miles)

The normal gap between the electro-magnet and the fan plate is 0.012" to 0.016".

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



FAN BELT

(check every 12,000 miles)

Fan belt tension should only be checked when the belt is loose, on a cold engine.

Belt tension must be adjusted when the engine is cold, by moving the alternator after having unscrewed the sector screw in order to obtain an elongation of 2% to 3%.



AIR PUMP BELT

(check every 12,000 miles)

The air pump belt tension must be 1% (reference marks 100 mm apart brought to 101 mm apart). Do not use a lever against the body of the pump.

Tighten the pump bolt to 25 ft.lbs. after tightening the sliding lug bolt.

Station Wagon

BRAKES

The front 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 (0.1").

The rear brakes should be adjusted every 6,000 miles.

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.

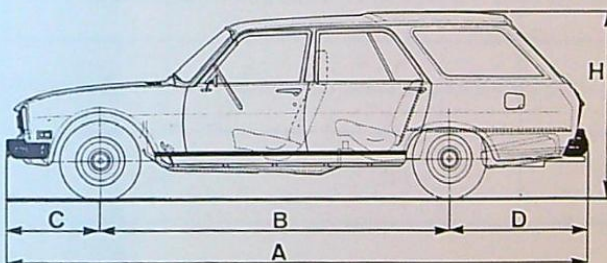
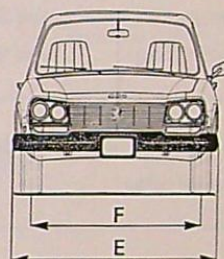
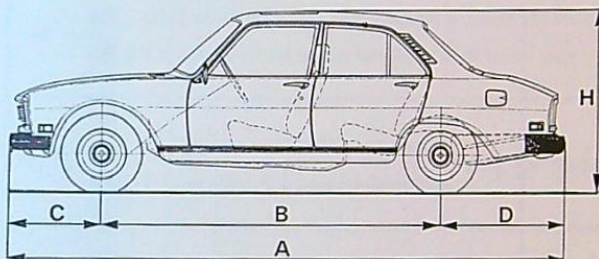
Hand brake

(check every 6,000 miles)

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



	Sedan		Station Wagon	
	Standard	Automatic	Standard	Automatic
Type	A 91	A 93	D 91	D 93
Seating capacity	4		4	
Max. permissible laden weight	3895 lbs		4610 lbs	
Load on front	1845 lbs		1780 lbs	
Load on rear (not to be exceeded)	2050 lbs		2830 lbs	
Max. weight evenly distributed on the roof	110 lbs		165 lbs	



Max. permissible rolling weight (M.R.W.)

Max. slope when starting at M.R.W.

Max.towing weight within limits of M.R.W.:

- trailer without brakes ...

- trailer with brakes

Maximum touring speed .

* Values applicable in France.

Sedan	Station Wagon
6320 lbs	7470 lbs
	12,5 %
1355 lbs*	1465 lbs*
2865 lbs*	3310 lbs*
	50 mph*

	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

Location of load	Without roof-rack	With roof-rack
Front seats	2 passengers (2x150) = 300 lbs Additionnal cargo = 82,5 lbs	2 passengers (2x150) = 300 lbs Additionnal cargo = 27,5 lbs
Rear seats	2 passengers (2x150) = 300 lbs Additionnal cargo = 82,5 lbs	2 passengers (2x150) = 300 lbs Additionnal cargo = 27,5 lbs
Trunk	Cargo evenly distributed = 180 lbs	Cargo evenly distributed = 180 lbs
Roof-rack		Cargo evenly distributed = 110 lbs
Total	945 lbs	945 lbs

STATION WAGON

	With 4 passengers		With 2 passengers only	
Location of load	Without roof-rack	With roof-rack	Without roof-rack	With roof-rack
Front seats	2 passengers (2x150) = 300 lbs Additional cargo = 95 lbs	2 passengers (2x150) = 300 lbs Additional cargo = 95 lbs	2 passengers (2x150) = 300 lbs	2 passengers (2x150) = 300 lbs
Rear seats	2 passengers (2x150) = 300 lbs Additional cargo = 95 lbs	2 passengers (2x150) = 300 lbs	Rear bench collapsed	
Loading platform	Cargo evenly distributed = 620 lbs	Cargo evenly distributed = 550 lbs	Cargo evenly distributed 1110 lbs	Cargo evenly distributed = 945 lbs
Roof-rack		Cargo evenly distributed = 165 lbs		Cargo evenly distributed = 165 lbs
Total	1410 lbs	1410 lbs	1410 lbs	1410 lbs

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characteristics

ENGINE

Type	XN 1
Layout	inclined at 45°
N° of cylinders	4
Bore	3.464"
Stroke	3.189"
Cubic capacity	120.23 cu. ins
Compression ratio	7.5 : 1
Cylinder block	Made of cast iron
Cylinder head	Aluminium
Valves	Overhead, push rod operated
Camshaft	Lateral within cylinder block
Carburetors	(1st Solex 32 BICSA2 (2nd Solex 34 PBIC8
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

Characteristics in working order

	Sedan	Station Wagon
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	17.1'	18.0'
- between kerbs	17.9'	18.7'
- overall		

BRAKES

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

TIRES

Dimensions	<i>Sedan</i>	175 x 14" (175 x 355)
	<i>Station Wagon</i>	185 SR x 14" (185 x 355)

ELECTRICAL INSTALLATION

Battery	12 V - 65 Ah*
Alternator	750 W

* 90 Ah for certain countries.

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	<i>Sedan</i>	2.5 pints
	<i>Station Wagon</i>	3.4 pints
Fuel tank	<i>Sedan</i>	14.7 gallons
	<i>Station Wagon</i>	15.8 gallons
Cooling system	16.5 pints	13.62 gallons

Table of bulbs

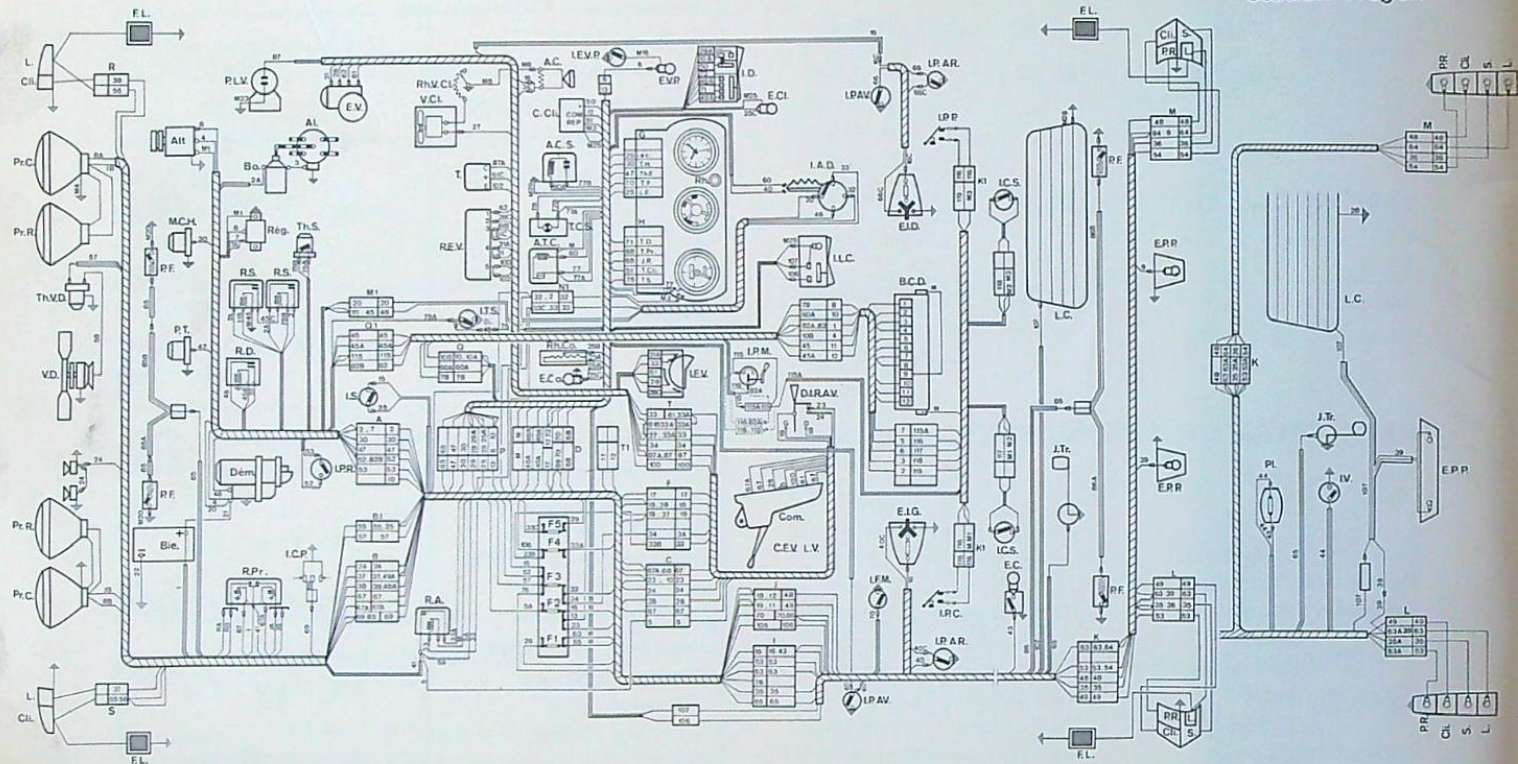
Headlamps	12 V sealed beam units
Front and rear side lights	R.19 SAE 67
Front and rear direction indicators Back up lights Stop lights	P 25 - 1 - SAE 1073
Registration plate light Luggage trunk light Glove box light	R.19 SAE 67
Interior lights (on door posts)	Elongated 10x42 - 12 V-7 W
Turn signal warning 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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characteristics

Standard transmission

Station Wagon



This is a highly detailed technical schematic of a complex electronic system, likely a vintage radio receiver or transmitter. The diagram is densely packed with components and wiring, showing a high level of technical detail.

Key Components and Sections:

- Power Section (Top Left):** Includes a power transformer (L), a rectifier (R), and a filter (FL). It also features a power supply section with a variable capacitor (V.C.) and a variable inductor (V.I.).
- Audio Section (Left):** Contains several vacuum tubes (Pr.C., Pr.R., Th.V.D., V.D., Av., Pr.R., Pr.C., Ch., L.) and a speaker (S). It includes a volume control (V.C.) and a tone control (T.C.).
- Control Section (Center):** Features a central control panel with a large dial (Rn) and several smaller dials (R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100). It also includes a control panel with a large dial (Rn) and several smaller dials (R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100).
- Output Section (Right):** Includes a large output transformer (L.C.), a speaker (S), and a control panel with a large dial (Rn) and several smaller dials (R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100).
- Other Components:** The diagram includes numerous other components such as capacitors (C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C11, C12, C13, C14, C15, C16, C17, C18, C19, C20, C21, C22, C23, C24, C25, C26, C27, C28, C29, C30, C31, C32, C33, C34, C35, C36, C37, C38, C39, C40, C41, C42, C43, C44, C45, C46, C47, C48, C49, C50, C51, C52, C53, C54, C55, C56, C57, C58, C59, C60, C61, C62, C63, C64, C65, C66, C67, C68, C69, C70, C71, C72, C73, C74, C75, C76, C77, C78, C79, C80, C81, C82, C83, C84, C85, C86, C87, C88, C89, C90, C91, C92, C93, C94, C95, C96, C97, C98, C99, C100), inductors (L1, L2, L3, L4, L5, L6, L7, L8, L9, L10, L11, L12, L13, L14, L15, L16, L17, L18, L19, L20, L21, L22, L23, L24, L25, L26, L27, L28, L29, L30, L31, L32, L33, L34, L35, L36, L37, L38, L39, L40, L41, L42, L43, L44, L45, L46, L47, L48, L49, L50, L51, L52, L53, L54, L55, L56, L57, L58, L59, L60, L61, L62, L63, L64, L65, L66, L67, L68, L69, L70, L71, L72, L73, L74, L75, L76, L77, L78, L79, L80, L81, L82, L83, L84, L85, L86, L87, L88, L89, L90, L91, L92, L93, L94, L95, L96, L97, L98, L99, L100), and various other electronic components.

The diagram is a complex representation of a multi-stage electronic circuit, showing the flow of signals and power through various components. It is a valuable resource for understanding the internal workings of a vintage radio or similar electronic device.

WIRING IDENTIFICATION

A to T	Connectors	I.C.P.	Pressure drop indicator	PR.R.	Halogen headlamps
A.C.	Cigarette lighter	I.C.S.	Safety belt warning system switch	P.T.	Temperature gauge transmitter
A.C.S.	Safety belt warning system	I.E.V.	2 speed windshield wiper switch	R.A.	Accessories relay
Al.	Distributor with condenser	I.E.V.P.	Glove box light switch	RC.S.	Safety belt relay
Alt.	Alternator	I.L.C.	Rear window heater switch	R.D.	Starter relay
A.T.C.	Buzzer	I.F.M.	Hand brake switch	R.E.V.	Windshield wiper relay
Av.	Horns	I.P.A.V.	Front door operated switch	R.Pr.	Headlamp relay
Bie.	Battery	I.P.A.R.	Rear door operated switch	Reg.	Regulator
Bo.	Ignition coil	I.P.P.	Passenger seat switch (safety belt)	Rh.	Instrument lighting rheostat
C.Cli.	Flasher unit	I.P.M.	Neutral position switch	R.h.Co.	Control lighting rheostat
CEV/LV	Windshield wiper/washer control	I.P.R.	Back up light switch	Rh.V.CL.	Heater fan rheostat
Cli.	Flashing indicator	I.S.	Stop light switch	R.S.	Ignition safety relay
Com.	Lighting commutator	I.S.D.	Inhibitor switch	S.	Stop
Dém.	Starter (solenoid type)	I.T.S.	Choke warning light	T.	Temporisor
DIRAV	Horn and flasher control	I.V.	Tailgate switch (Station Wagon)	T.Cli.	Turn signal warning light
E.C.	Luggage boot light	J.R.	Gauge receiver	T.C.S.	Safety belt warning light
E.Cl.	Heater control lighting	J.Tr.	Gauge transmitter	T.D.	Hazard warning light
E.Co.	Wiper hazard light	L.	Parking lights	T.H.	Oil pressure warning light
E.I.D.	Right hand interior light	LC.	Heated rear window	T.Pr.	High beam warning light
E.I.G.	Left hand interior light	LE.	Dashboard lights	T.S.	Choke warning light
E.P.P.	Registration plate light	M.	Instrument panel earth	T.F.	Brake warning light
E.V.	2 speed windshield wiper	M.C.H.	Oil pressure switch	Th.E.	Water temperature warning light
E.V.P.	Glove box light	P.F.	Brake wear warning pad	Th.S.	Coil safety thermoswitch
F.1.	5 amp. Fuse	P.L.2.	Rear roof light (Station Wagon)	T.V.	Gear shift pattern
F.2.	10 amp. Fuse	P.L.V.	Windshield washer pump	Th.V.D.	Self disengaging fan thermoswitch
F.3.	10 amp. Fuse	P.R.	Reverse light	V.Cl.	Heater fan
F.4.	15 amp. Fuse	PR.C.	Dipped headlamps	V.D.	Self-disengaging fan
F.5.	10 amp. Fuse			+a.c.	Live after contact
F.L.	Side marker lights			+P.	Live
I.A.D.	Ignition/starter switch				
I.D.	Hazard warning switch				

