1974-79 TUNE-UP PROCEDURES
Peugeot V6

1977-79 604 SL

ENGINE IDENTIFICATION

Engine number is stamped on left side of engine block, directly in front of spin-on oil filter.

1977-78 ENGINE CODES

Application	Code
Federal	
Man. Trans.	112.9.DM
Auto. Trans.	112.9.DA
California	
Man. Trans.	112.9.EM
Auto. Trans.	112.9.EA

1979 ENGINE CODES

Application	Code
Man. Trans.	151.9 ZM
Auto. Trans.	151.9 ZA

MODEL IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

Vehicle Identification Number (serial number) is stamped on right inner fender, just behind front strut mounting plate. The first 3 digits indicate vehicle series. The second 3 digits indicate engine and transmission application.

VIN CODES

Application	Code
1977-78 Models	
Man. Trans.	AA1S
Auto. Trans.	AA3S
1979 Models	
Man. Trans.	604 AB1
Auto. Trans.	604 AB3

ENGINE COMPRESSION

With engine at normal operating temperature, disconnect and plug fuel line to carburetor. Lock throttle plate fully open and remove all spark plugs. Crank engine for 4 seconds on each cylinder to obtain an accurate compression reading. Maximum variation between cylinders should be 14.5 psi (1.0 kg/cm²).

COMPRESSION PRESSURE SPECIFICATIONS

Application	Pressure psi (kg/cm²)
All Models	160 (11.2)

VALVE CLEARANCE

1) Valve clearance must be set with engine cold. Bring piston of No. 1 cylinder to TDC on ignition stroke. Align distributor rotor with timing mark on distributor housing. Check that slot in crankshaft pulley aligns with "0" mark on timing plate.

2) Bring piston of No. 1 cylinder to TDC at end of exhaust stroke. Rotate crankshaft one full turn. Distributor rotor should now point 180 degrees away from housing timing mark. Slot of crankshaft pulley should again align with "O" mark on timing plate.

VALVE CLEARANCE ADJUSTMENT SEQUENCE [1]

Cylinder No. 1 At	Adjust Valves
Ignition Stroke	Exhaust Valves No. 1, 3, 6
Ignition Stroke	Intake Valves No. 1, 2, 4
Exhaust Stroke	Exhaust Valves No. 2, 4, 5
Exhaust Stroke	Intake Valves No. 3, 5, 6

[1] – See VALVE CLEARANCE adjustment procedure for complete set of instructions.

VALVE CLEARANCE SPECIFICATIONS

Valves	Clearance
Intake	.004" (.10 mm)
Exhaust	.010" (.25 mm)

VALVE ARRANGEMENT

Intake Valves – Inner row of valves in each head.
Exhaust Valves – Outer row of valves in each head.

SPARK PLUGS

SPARK PLUG SPECIFICATIONS

Application	Specification
Gap	.024" (.6 mm)
Torque	13 ft. lbs. (18 N.m)

SPARK PLUG TYPE

Application	Champion No.
All Models	N9Y

HIGH TENSION WIRE RESISTANCE

Carefully remove high tension wires from spark plugs and distributor cap. Using an ohmmeter, check high tension wire resistance while gently twisting wire. If resistance is not to specification, or fluctuates from infinity to any value, replace wire(s).

HIGH TENSION WIRE RESISTANCE

Application	Resistance (Ohms)
All Models	25,000-30,000

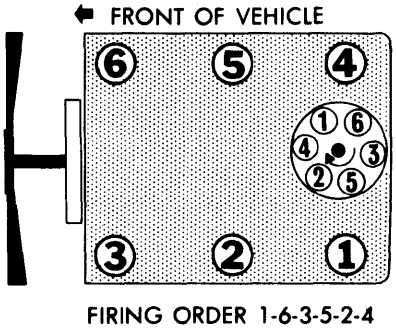

Fig. 1: Firing Order & Distributor Rotation

DISTRIBUTOR

Models are equipped with Bosch electronic ignition system.

IGNITION TIMING

1) Warm engine at normal operating temperature. Turn engine off and connect the non-positive leads of the air injection system electrovalve terminals (on left front fender well) to vehicle ground by means of a jumper wire.

2) Be sure idle speed is within 800-850 RPM. Disconnect and plug advance unit vacuum line. Connect timing light to No. 1 cylinder. Start engine and adjust timing until crankshaft pulley notch aligns with 10°BTDC mark on timing plate. Reconnect line for vacuum advance and remove jumper wire from electrovalve leads. Idle speed should now be 900-950 RPM.

1974-79 TUNE-UP PROCEDURES
Peugeot V6 (Cont.)

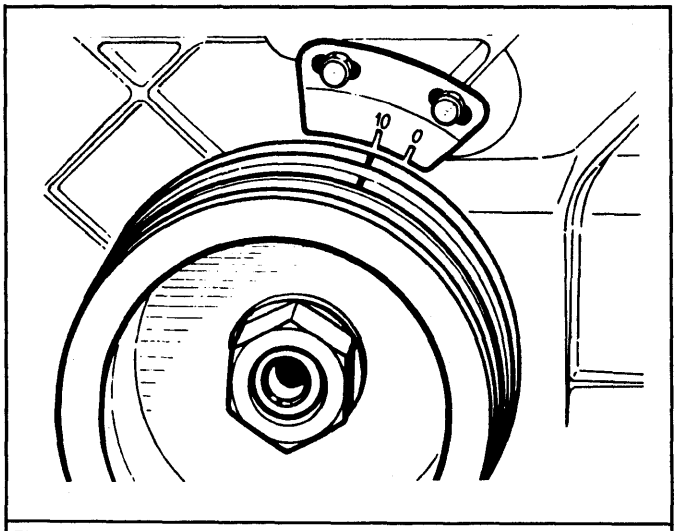

Fig. 2: Ignition Timing Marks

IGNITION TIMING SPECIFICATIONS

Application	Timing
All Models	10°BTDC

IDLE SPEED & MIXTURE

NOTE: Idle speed and mixture adjustments are made using screws on primary carburetor only. DO NOT adjust screws on secondary carburetor.

1977-78 Models - 1) Warm engine to normal operating temperature. Ensure ignition timing is set to specifications. Place transmission in Neutral and turn off air conditioning (if equipped).
2) Disconnect air injection system by connecting the non-positive terminals of the air injection electrovalve (located on left front fender well) to vehicle ground by means of a jumper wire. Remove air filter.
3) Turn idle mixture screw to obtain specified CO% level, then turn idle speed screw to obtain 800-850 RPM. Remove jumper wire from electrovalve. If necessary, readjust idle speed which should now be 900-950 RPM. Install air filter.
1979 Models - 1) Warm engine to normal operating temperature. Connect wires 152 and 152A at fuel evaporation electrovalves to ground with jumper. Connect tachometer and exhaust gas analyzer. Remove air filter, turn air conditioning off, and disconnect canister purge hose at valve.
2) Adjust idle speed to 800-850 RPM with idle speed screw. Adjust idle mixture screw to obtain proper CO% level. Repeat procedure as necessary until both idle speed and mixture are within specifications. Remove ground wire from electrovalves and adjust idle speed if necessary to 900-950 RPM. Reconnect canister purge hose and install air cleaner.

IDLE SPEED & CO% LEVEL SPECIFICATIONS

Application	RPM	CO%
All Models	900-950	3.0-4.0

COLD (FAST) IDLE RPM

1) Check engine for idle speed of 900-950 RPM with engine at normal operating temperature. Disconnect vacuum hose (with Red ring) from the deceleration vacuum unit.
2) Check for .004" (1 mm) play between throttle lever and screw. If there is no play present, remove domed nut (No. 1) and save gasket. Loosen lock nut (No. 2). *See Fig. 3.*
3) Disconnect vacuum hose (with Green ring) from "T" connector leading to deceleration valve. Connect this hose to the deceleration vacuum unit where hose with Red ring was removed.
4) Start engine. Fast idle speed should be within 1450-1500 RPM. If not, adjust screw (No. 3) using a 3 mm Allen wrench. After adjustment, tighten lock nut (no. 2) and install gasket and domed nut (No. 1).
5) Install vacuum hoses to original positions. Loosen lock nut (No. 4) on deceleration valve. Increase engine speed to 3000 RPM and allow it to decrease. Unscrew threaded rod (No. 5) 1/2 turn at a time until idle speed returns to 900 RPM. Then, turn threaded rod an additional 1/2 turn. Tighten lock nut (No. 4).

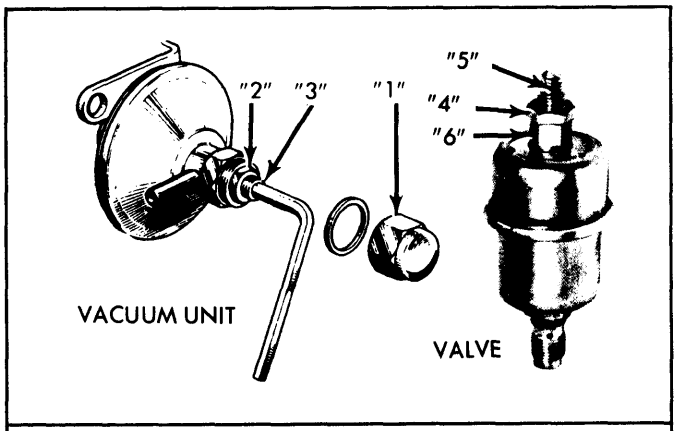

Fig. 3: Fast Idle Speed Adjustment

NOTE: Do not use throttle cable screw in threaded rod (No. 5) of deceleration valve to obtain proper fast idle speed. Always hold area (No. 6) on deceleration valve when loosening lock nut.

FAST IDLE SPECIFICATIONS

Application	RPM
All Models	1450-1500

EXHAUST EMISSION SYSTEMS

See appropriate articles in EXHAUST EMISSION SYSTEMS section.

IGNITION

DISTRIBUTOR

Models are equipped with Bosch electronic ignition system.
Other Data & Specifications - See Bosch Electronic Ignition System article in DISTRIBUTORS & IGNITION SYSTEMS section.

IGNITION COIL

IGNITION COIL SPECIFICATIONS

Application	Resistance (Ohms)
Primary	.33-.46
Secondary	7000-12,000

FUEL SYSTEMS

CARBURETORS

CARBURETORS

Application	Model
All Models	Solex 1 & 2-Bbl.

Other Data & Specifications - See appropriate Solex Carburetor articles in FUEL SYSTEMS section.