C I T R O Ë N
CARS CORPORATION
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TECHNICAL INFORMATION #I-329

MODELS: SM

SUBJECT: 600 Mile Inspection

The operations listed below must be done free of charge to the owner between the first 600 and 1,000 miles.

The inspections indicated are necessary as a result of the evolution of the adjustments and the "wearing-in" of the various units during the course of the first few miles.

In the recommended order of sequence, indicated below are:

a) The operations which must imperatively be done with the motor cold.

b) The operations which must imperatively be done with the motor hot.

c) The operations which can be done independently, regardless of the temperature of the motor.

Operations

a) the motor being cold

1. Retighten the clamps of the cooling system hoses and complete the level of the radiator auxiliary tank.

2. Clean the filter in the main reservoir of the hydraulic system.

3. Tighten the intake manifold bolts.

4. Check the functioning and the adjustment of the accelerator linkage and choke control, be sure of the total opening of the choke and throttle valves.

5. Check the condition and tension of the belts.

6. Adjust the clutch clearances.

7. Check and tighten the clamps joining the exhaust pipes.

b) The motor being warm

8. Check the idling adjustment and the balancing of the carburetors, adjust, if necessary.

9. Drain the motor oil.

10. Drain the gear box.

11. Replace the oil filter cartridge.

c) Independent of the motor temperature

12. Refill the motor oil - (7.5 qts. 20 W 50 or 10 W 30 for cold climates).

13. Refill the gear box (2 3/8 qts. EP 80).

14. Conclude the tightening of the oil filter after running the motor.

15. Check the correct positioning of the spring clips holding the front brake shoes and the cotter pins holding the rear brake shoes.

16. Lubricate the drive shafts, the ball joints and the bearings of the anti-roll bar.

17. Check and establish the pressure of the tires.

18. Retighten the wheel lugs.

19. Check the functioning of the height control lever (motor running).

20. Verify the heights under the body (motor running).

21. Check the parallelism (toe).

22. Inspect the sealing of the connections for the hydraulic circuits (motor running) under the body and under the hood.

    If necessary, retighten the seal plates.

23. Check the pressure of the main accumulator (motor running).

24. Check and complete the level of the main reservoir for the hydraulic circuits.

25. Check the level of electrolyte in the battery, clean the posts, tighten the cable clamps, oil the felt insulators (vaseline oil).

26. Check and complete the level of the windshield washer reservoir.

27. Check the tightening of the voltage regulator terminals.

28. Check the dynamic calibration of the distributor.

29. Check the operation of the headlights and their adjustment.

30. Check the adjustment of the hand brake.

31. Check the functioning of the luminous signals of the "Alert Station":

- hydraulic pressure
- oil pressure (motor)
- alternator charging
- right and left directional indicators
- running lights
- hand brake
- rear windshield heating
- hazard warning signal
- minimum fuel reserve if less than 2.25 gallons.
- headlights
- wear of the front brakes
- water temperature
- central "Stop"

32. Check the functionong of:

- the electronic tachometer
- oil temperature gauge
- the water temperature gauge
- the fuel gauge
- the electric clock

33. Check the functioning of:

- the directional signals and horns
- the windshield wipers and their intermittence
- the windshield washer
- the parking lights
- the fog lights (optional)
- the ventilation blower
- the cigar lighter
- the radio and its telescopic antenna (optional)
- the map light

- the dome light (switch on the dashboard and contacts on the doors)
- back-up lights

34. Check the closing and locking of the side doors, the glove box, the trunk lid, the fuel tank cap, and the hood.

35. Check the functionning of the adjustment levers for the front seats and head rests.

36. Check the functionning of the locking lever of the steering column.

37. Check the functionning of the anti-theft lock of the steering.

38. Check the functionning of the windows and the electric window lifters.

39. Check the functionning of the air conditioner (optional).

d) Examination and Testing

Roadtest the car. If necessary, redo the checks found to be faulty.

Procedures

The operations mentioned above appear in the Repair Manual #581.

The conception of the Maserati C 114/1 motor does not necessitate at the 600 mile inspection the retightening of the cylinder head or the adjustment of the valves.

4. Check the functionning and the adjustments of the accelerator linkage and controls.

- The distance between the pressure face of the counter nut locking the sheath of the accelerator cable, and the axis of the ball-and-socket joint attaching the accelerator cable to the bell crank should be 134.5 mm. (5.295").
- the travel of the control cable should be 42 mm. (1.65").
- the travel of the choke cable should be 30.75 mm. (1.211").
- Be sure the throttle valves (butterflies) can open completely. At this position, the accelerator pedal should be 1.5 mm. (.059") from its stop at the end of its stroke. (See operation S-142-0).

5. Check the tension of the belts.

Use the tensiometer 1688-T (See operation S 236-0)
Alternator (belt reference number - 7M):
- new belt: read 85-90 lbs.
- belt already in use: read 55-65 lbs.

Compressor (optional air conditioner)(belt reference number - 11M):
- new belt: read 60-65 lbs.
- belt already in use: read 40-50 lbs.

6. Adjust the clutch clearance

(see operation S 314-0)

Be sure there is a clearance of 0 to 0.5 mm. (0 to .020") between the drive piston of the master cylinder and the push rod connected to the clutch pedal.

Loosen the adjustment screw of the declutching cylinder to obtain no clearance at the release bearing (return spring removed), then turn the screw out 1 to 1 1/2 turns, which corresponds to a clearance of 1 to 1 1/2 mm. Replace the spring.

8. Check the adjustment of the idlings and the equilibrium of the carburetor.

(See operation S 142-0)
Idling speed: $800^{\pm 200}$ rpm

9. Drain the motor oil.

After draining, replace the seal, replace the plug and tighten it to 10.5 m.kg. (75 ft. lbs.).

10. Drain the gear box.

This draining is done by removing two drain plugs: one on the center housing of the gear box, the other on the housing for 5th speed.

Also remove the plug for checking the level, located on the right side.

After draining the oil, replace the drain plugs (replace the gaskets).

11. Replace the motor oil filter cartridge.

Oil the gasket and screw the filter tight by hand.

12. Refill the motor with new oil.

The level should reach the upper reference mark on the dip-stick (capacity of the oil circuit after a simple draining:

6 litres = 6 3/8 qts; 7 litres = 7 3/8 qts. after changing the filter cartridge).

The difference of the level between the "MINI" and "MAXI" of the dipstick corresponds to approximately 1 litre (1.25 qts.).

Oils to be used: Normal: 20 W 50
Cold climates: 10 W 30

13. Refill the gearbox with new oil.

The refilling plug is located on the right section of the gearbox cover (capacity: 2.25 litres - 2.5 qts. approx.).

Oil to be used: EP 80.

Allow the overflow to drain from the hole for checking the level, then replace the refilling plug and the plug for the checking hole.

14. Run the motor five minutes then finally tighten the oil filter cartridge, by hand. (Check the seal).

17. Check and establish the tire pressure (when cold).

Size of the tires: 195/70 VR 15X

Pressures:		
	Front	32 ± 3/4 p.s.i.
	Rear	29 ± 3/4 p.s.i.
	Spare	35 p.s.i.

18. Retighten the wheel mounting lugs.

Tighten torque: 8 to 10 m.kg. (58 - 72 ft. lbs.).

20. Check the heights under the body (motor running).

At the front, as at the rear, read the height dimensions from the underside of the anti-roll bar to the supporting surface of the wheels on the ground, the car being stabilized.

Height at the front: 242 ± 5 mm. (9.528 ± .197")
Height at the rear : 355 ± 5 mm. (13.976 ± .197")

(See operation S 430-00)

21. Check the Parallelism (Motor running)

The front wheels should be paralled within 0 ± 1 mm. (0.039"). Turn at the same value of rotation, the adjusting sleeves of the two coupling turnbuckles (1/4 turn of the sleeve is equivalent to approximately 2 mm. (.080") at the wheel).

22. Check the tightness of the unions of the hydraulic circuits.

It is wise, during the performance of this operation, to systematically retighten, on the pump and pressure regulator, the two union screws of the high pressure pump line connecting it to the pressure regulator.

All the unions should be tight. (See operation S.02).

23. Check the pressure development in the main accumulator.

The motor running; the manual height control in low position, the pump no longer charging; open the bleed screw of the pressure regulator.

Moderately retighten it and wait for the noise indicating the cut-out: the time elapsed between the retightening of the bleed screw and the cut-out noise should be less than 20 seconds.

24. Check and complete the level of liquid in the reservoir for the hydraulic circuits (motor running).

The special liquid "LHM," of a green color, used in the hydraulic circuits of this car, is a liquid of mineral origin, of the same nature as the oil for the lubrication of the motor.

The use of any other liquid will cause the complete deterioration of the hydraulic system.

The appropriate organs are painted or marked with green and should only be replaced by original organs also painted or marked with green.

The level, visible by the transparent gauge, should stabilize between the "MINI" and "MAXI" marks, when the vehicle is at the "high" position.

28. Check the dynamic timing of the distributor.

(See operation S 210-0)
Dynamic timing: 27 @ 2000 motor rpm.

The graduation of the motor flywheel (up to 40°) is visible through the timing hole located on the left side of the bell housing of the clutch (timing mark on the clutch housing).

30. Adjustment of the hand brake.

(See operation S 454-0)
Be sure the hand brake functions correctly: the yellow signal flashes as long as the hand brake has not been totally released.