



Proper maintenance is
necessary for the good
performance of

your
Dauphine

RENAULT
Dealers everywhere are
ready to be of service

RENAULT
RÉGIE NATIONALE
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voiture
Dauphine 

2^{ème} ÉDITION



DRIVING and MAINTENANCE

N. E.
740 E.A.

You now own a Dauphine...

ALL those features which appealed to you are there but, at the same time, there will be others of which you are unaware.

The personality of your Dauphine will become apparent to you, progressively, and you will appreciate its hidden merits, its road-holding qualities, its safety, its reliability, its economy. . .

We would remind you that all machinery requires a certain amount of care and attention. Naturally, you will not forget to have your car serviced regularly, but the general condition of a vehicle is dependent upon further tasks which, although not imperative, are nonetheless most useful in terms of the life of the car.

Do not wait, then, for trouble but read this booklet now and pay heed to our advice. In this way you will understand your car thoroughly and will acquire the correct technique for getting the best performance from it, and when the time comes you will set off on that long holiday trip with a free and easy mind. A little daily maintenance will ensure that your Dauphine is in tiptop condition at all times.

Do not be alarmed, however, for these preventive tasks, when summed up, are few and are very easy to carry out on the Dauphine where all parts are so accessible.

If, on the other hand, you do not wish to make these minor adjustments yourself, our network of Dealers is ready and willing to give you expert and efficient service. It is so more agreeable to drive a well tuned up car, and it is all the more economical.

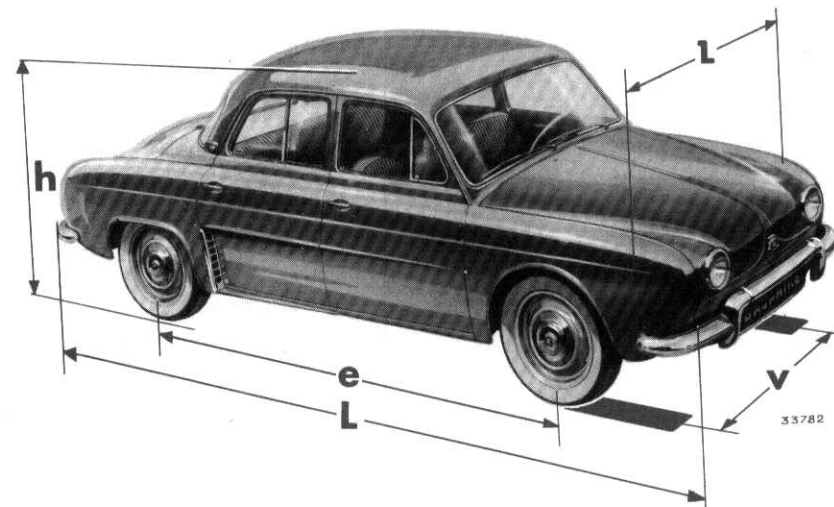


ALPHABETICAL INDEX

	Pages
A —Accumulators	17-18
Air-conditioning	7
Air Filters	23
Anti-freeze (see Cooling System).....	16
Anti-theft device (see Ignition).....	5
Appointment	7
Ash-tray.....	7
B —Battery (see Accumulators).....	17-18
Belts (fan and generator).....	20-21
Bonnet (engine)	7
Brakes (adjusting).....	25
Brake (hand or parking). ..	26
Bulbs	28-39
Bulb specifications	39
C —Capacities	39
Carburetter	20
Carburetter jets	20
Chassis characteristics ..	3
Clutch (adjustment)	23
Controls (instrument panel)	4
Cooling system	16
D —Dashboard.....	4
Demisting (air-conditioning)	7-8
Distributor (ignition). ..	18-38
Doors.....	11
Draining	16-17
Driving technique (hints).....	14-15
E —Engine.....	37
Engine starting	13-14
F —Fault Finding	34
Filters (air).....	23
G —Gearbox	38
Gear change.....	6
General specifications ..	3
Guarantee	42
H —Hand brake	10
Head lamps	29
Heater	17
Horns.....	6

	Pages
I —Identification.....	42
Idling.....	20
Ignition	5-38
Inflation pressure (tyres) ..	30
Instrument panel	4
Interior lights	10-11
J —Jack.....	30-31
Jets (carburetter)	20
L —Lamps (pilot).....	14
Lighting	6
Lubrication	27
Lubrication chart (End of booklet)	
Luggage compartment ..	9
M —Maintenance calendar...	33
O —Oil (lubricating)	13
P —Parking	10
Parking brake	10
Petrol gauge.....	14
Pilot lamps	14
R —Radiator blind.....	12-13
Rocker arms.....	22
Running in.....	17
S —Seats, front (Adjustment)	12
Signals.....	6
Spare wheel	11-12
Spark plugs (setting & inspection)	19
Starting.....	14
T —Table of contents.....	43
Toe-in (front wheels) ..	32
Trafficators.....	6-28
Tyres (inflation pressure).....	30
U —Useful hints	18
W —Washing	27
Water temperature	14
Wheels, front—alignment (see Toe-in) ..	32
Wheels (switching).....	30
Windscreens wiper.....	10
Wiring diagram.....	40-41

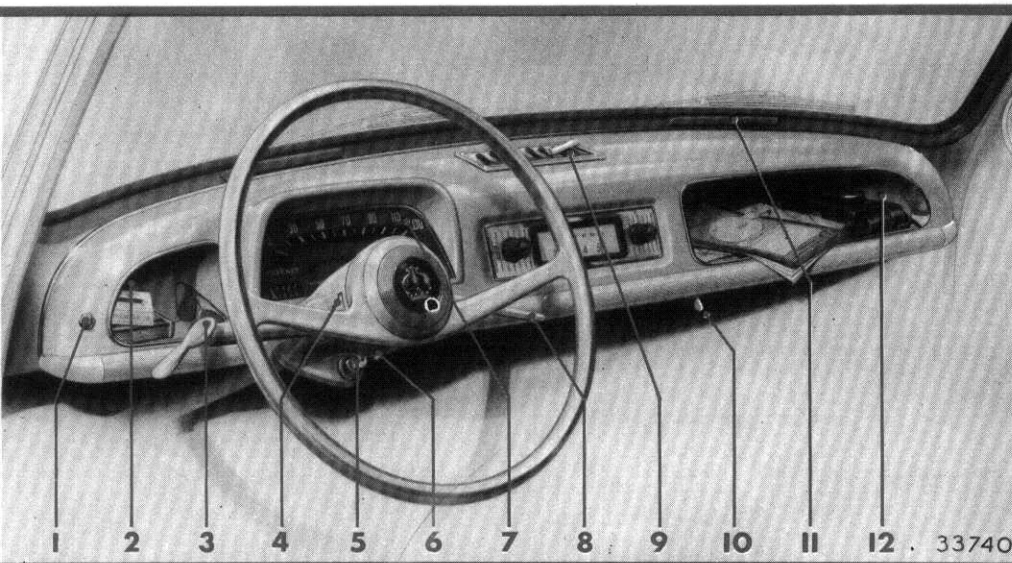
GENERAL SPECIFICATIONS



	Metres	Inches
Wheelbase (e).....	2.27	89 5/16"
Track-front (v) (on ground).....	1.25	49 3/16"
Track-rear	1.22	48
Overall length (L)	3.945	155 5/16"
Overall width (l)	1.52	60
Total height - unladen - (h) approx. ..	1.44	56 3/4
Ground clearance.....	0.18	7"
Maximum weight (unladen)		
In running order	630 kg (1,389 lb.)	
Front wheel toe-in.....	3 to 5 mm (.12" to .20")	
Castor angle	10°	
Camber angle	1° 30'	
Turning radius.....	4.55 m (179 1/4")	
Rack and pinion steering with return spring		
Rear axle bevel gear and pinion set	8 × 35	
4 coil suspension springs		
1 torsion bar in front.		
4 telescopic shock absorbers.		
Brakes :		
Foot brake	Hydraulic, acting on the 4 wheels.	
Hand brake	Mechanical on rear wheels.	
Tyres	135 × 380	
	5.0 × 15	
Inflation pressures	Front : 1 kg (15 p.s.i.)	
	Rear : 1.6 kg (23 p.s.i.)	

CURRENT CONTROLS

DASH BOARD AND CONTROLS (LH DRIVE)



- | | |
|--|------------------------|
| 1. Windscreen wiper control. | 7. Instrument panel. |
| 2. Glove compartment. | 8. Trafficator switch. |
| 3. Horn and lighting switch. | 9. Heater fan control. |
| 4. Change-over, town and road horn. | 10. Ash tray. |
| 5. Antitheft device—ignition—starting. | 11. Demister opening. |
| 6. Parking light switch. | 12. Cubby-hole. |

INSTRUMENT PANEL



- | | |
|---------------------------------|---------------------------------|
| 1. Fuel level indicator. | 5. Pilot lamp-trafficators. |
| 2. Pilot lamp-charge indicator. | 6. Pilot lamp-oil pressure. |
| 3. Speedometer. | 7. Water temperature indicator. |
| 4. Total mileage recorder. | |

CURRENT CONTROLS

ANTITHEFT DEVICE IGNITION STARTING

These 3 controls are dependent on the successive positions of the ignition key inserted into the anti-theft device located underneath the steering wheel.

In order to turn the key, a slight pressure should be applied. If the steering is locked, the key will be found to start turning easier when the steering wheel is lightly turned. To operate the starter motor, the key should be turned fully. A retracting spring will force key back to « **Contact** » (ignition) position.

The key can be removed only at the « **Garage** » position or at the « **Stop** » position.



1. « Stop » position.
2. « Garage » position.
3. « Marche » position.
4. « Démarrage » position.

To lock the steering wheel, the key has to be removed when at the « **Stop** » position and, in addition, the steering wheel should be turned to the right or to the left, for the locking system to operate.

« **Stop** » position. — Key is removed. — Ignition is off. — Steering is locked.

« **Garage** » position. — Key is removed. — Ignition is off. — Steering is free.

« **Marche** » position. — Key is locked in place. — Ignition is on.

« **Démarrage** » position. — Ignition is on. — As soon as the engine fires, let the key come back to the « **Marche** » position.

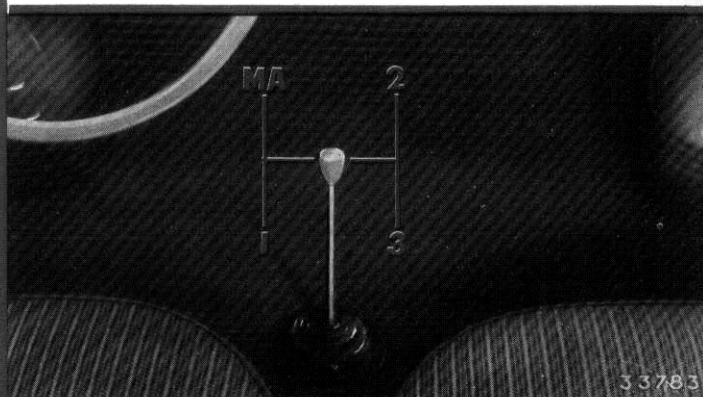
Should you happen to loose the keys and if you have not recorded the key number, you will find this number stamped on the ring located underneath the switch; remove the latter.

CURRENT CONTROLS

GEAR CHANGE

The positions of the lever corresponding to the different gear combinations are shown on the following figure :

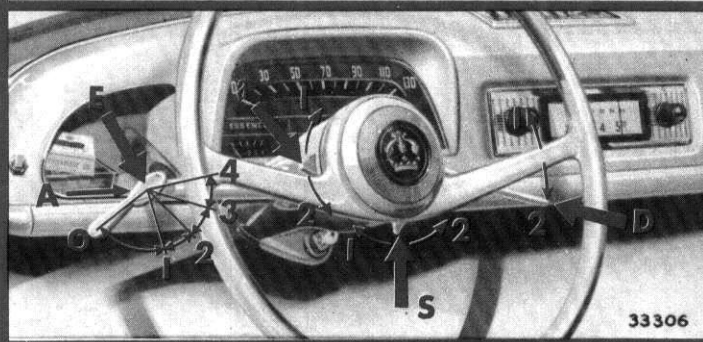
MA = Reverse.



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SIGNALS

Horns, town, head and dimmer lights are controlled by the same hand-lever.



33306

A. Horns

- a Change-over switch { 1. Road.
2. Town.

E. Lighting

0. Lights off.
1. Town lights.
2. { Head lights dipped.
3. { Head lights normal.
4.

D. Trafficator lights

1. LH light.
2. RH light.

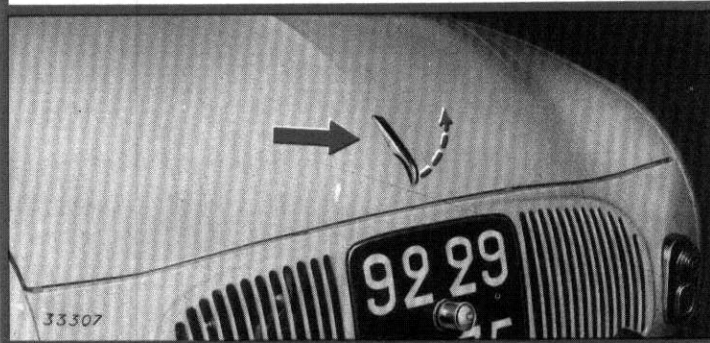
S. Parking lights

1. LH light.
2. RH light.

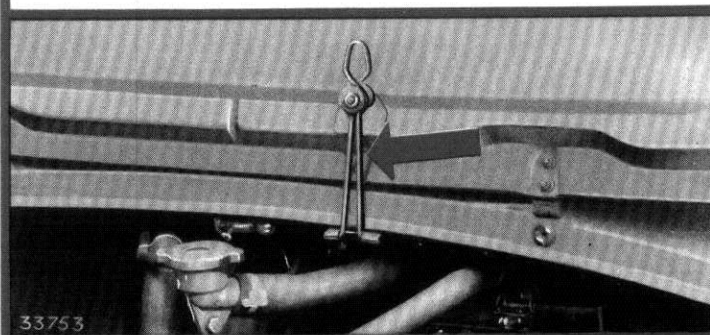
APPOINTMENT—COMFORT

BONNET (ENGINE)

To unlock the engine bonnet, pull handle.



The bonnet, when lifted, is automatically maintained in the open position by a special catch. The bonnet is closed, merely by pushing rearwards, without operating the catch.



ASH-TRAY

To empty the ashes, the tray must be removed. This is easily done by passing the hand beneath the instrument panel and by tapping the bottom gently.

AIR - CONDITIONING

Heating and demisting are achieved by a combination device located under the engine bonnet and including an auxiliary radiator and a centrifugal fan, the control of which is under the dash board (see figure page 4).

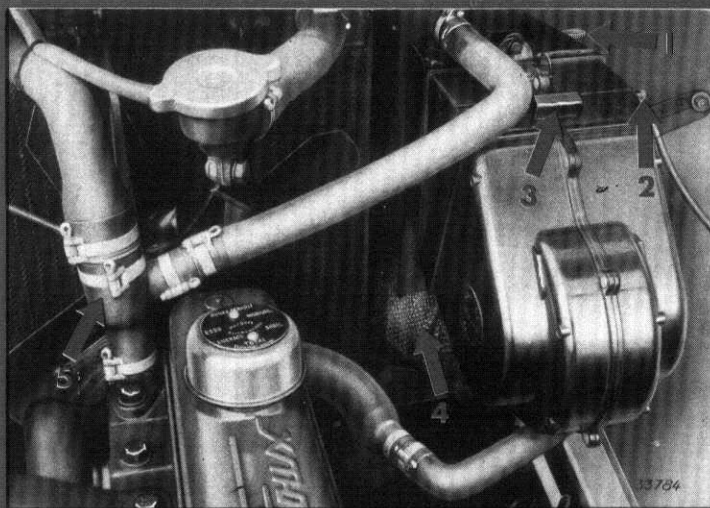
The air heated from flowing through the auxiliary radiator of the device is forced by the centrifugal fan towards the distribution box under the dash board.

APPOINTMENT—COMFORT

AIR - CONDITIONING

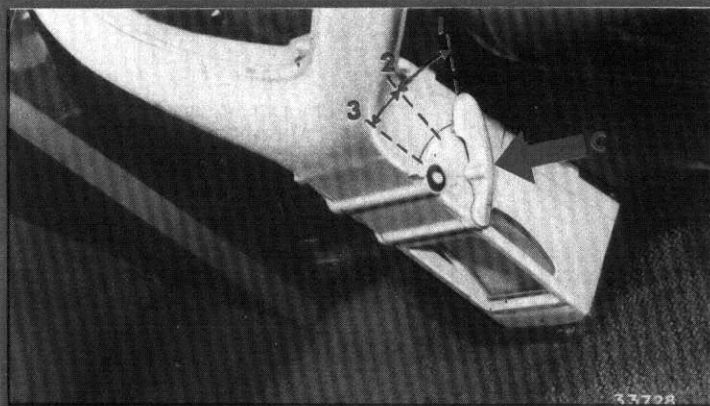
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The starting of the heating is very fast (2 to 3 minutes) owing to the small volume of water to be heated. The main radiator is only switched into the system when the water has reached approximately 73° C (165° F) at engine outlet end (thermostatic valve).



1. Drain plug.
2. Connection terminal.
3. Filtering screen. (See under heading: Maintenance - Air filter, page 33).
4. Air piping outlet.
5. Thermostatic valve.

The distribution box (figures below) enables the driver by means of 2 handles to use the heated air according to requirements.



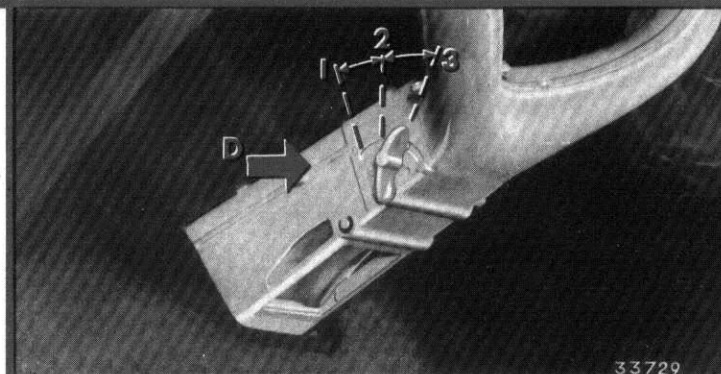
C. Warm air distribution handle.

1. All the heated air is available for the demisting.
2. One half of the heated air is used for the heating, the other half being available for demisting.
3. Almost all the hot air is used for the heating, the remainder for the demisting.

APPOINTMENT—COMFORT

AIR - CONDITIONING

(Continued)



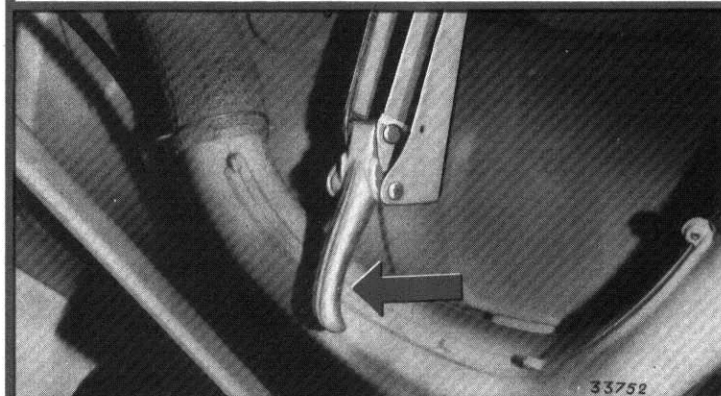
D. Demisting control handle.

1. The handle is approximately horizontal: demisting is off.
2. The handle is at the intermediate position thereby half shutting off the demisting.
3. The handle is almost vertical: demisting is on and uses all the air still available through the opening corresponding to the handle C.

LUGGAGE COMPARTMENT

To open the cover, the latter should first be unlocked by pulling rearwards the handle located underneath the instrument panel (in the car centre line). The cover can now easily be opened and will be maintained in this open position by means of a special catch similar to the one used on the engine bonnet.

At night, the compartment is illuminated by means of the town lights at the rear of the headlamps.



When closing, the cover is lowered without the catch having to be operated.

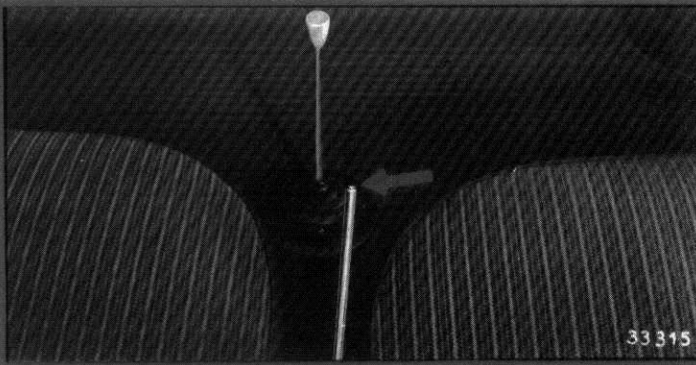
Do not try to fully close the cover by pushing down on it. This is locked from the inside of the car by operating the lever.

APPOINTMENT—COMFORT

WINDSCREEN WIPER

To operate, move switch located at extreme left of the dash board (see figure page 4) As soon as the wiper is no longer used, the wiper blades will resume their horizontal position.

PARKING BRAKE LEVER



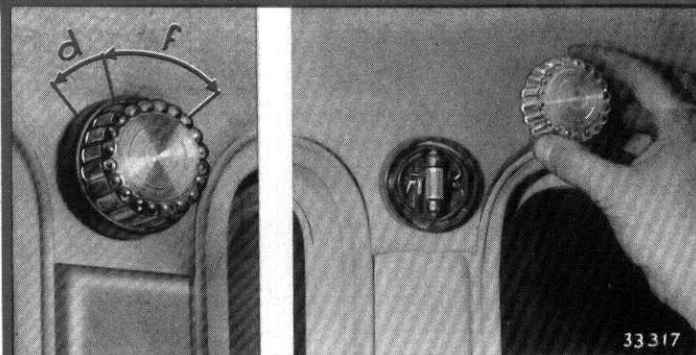
The parking brake lever is hinged on the floor in-between the 2 front seats. To apply the parking brake, pull lever rearwards. A ratchet will hold the brake in position.

To release, move lever down towards the floor while applying pressure on the push button located on the top, in order to release the ratchet.

The parking brake should only be used, as its name implies, for parking the car and, if necessary, as an emergency brake.

INTERIOR LIGHTS

d. Removal.
f. Operation.



INTERIOR LIGHTS

(Continued)

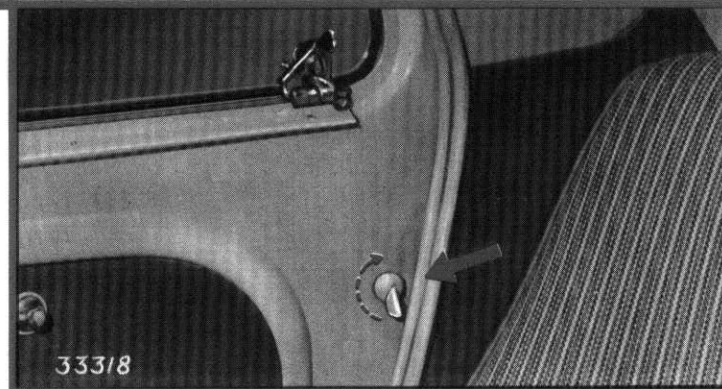
The cover should be rotated, without applying pressure, to give the 3 positions detailed hereunder :

- Light permanently on (whatever the door position)
- Courtesy light-automatic operation by opening and closing of the corresponding door
- Light permanently off (whatever the door position).

Rotation is limited by 2 stops.

By applying pressure on the cover while rotating it counterclockwise, it will be easily removed for replacing the bulb.

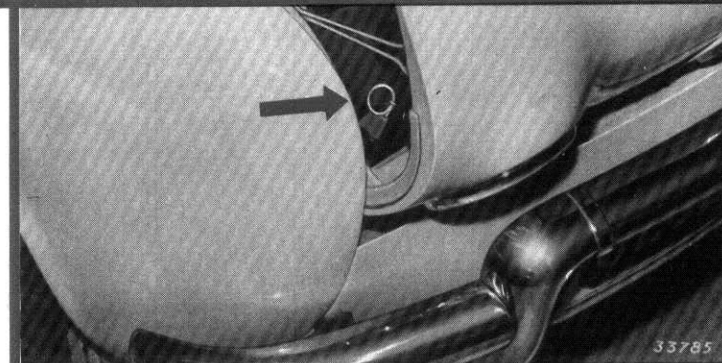
DOORS



The 2 rear doors are locked from the inside through a small lever fitted to the lock; turn lever upwards.

The front door handles each have a lock with which the ignition key is utilised.

SPARE WHEEL



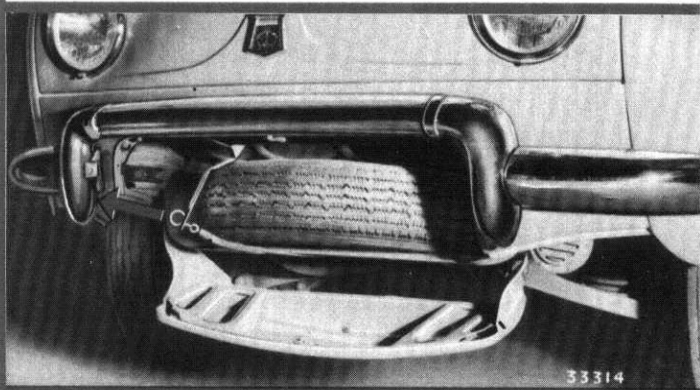
The spare wheel is located underneath the luggage compartment; first, open up this compartment and, then, pull on the ring.

APPOINTMENT—COMFORT

SPARE WHEEL

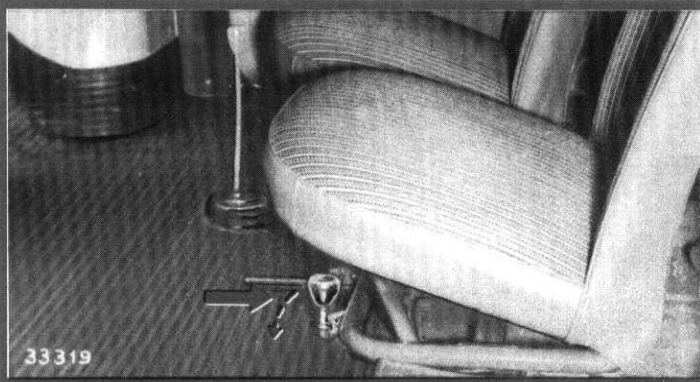
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The number plate will drop down and will uncover the spare wheel maintained by an arm and a spring with a hook-and-ring at its end.



FRONT SEATS (Adjustment)

The front seat positions can be rapidly adjusted at will by the driver and copassenger, either forwards or backwards.



Each seat incorporates at the bottom frame a small lever which should merely be pushed forward to make the seat movable.

RADIATOR BLIND

In order for the engine to run efficiently, the water temperature in the radiator should be, at least, 80° C (175° F) (green section of water temperature indicator on instrument panel). This temperature will be achieved by adjusting the radiator blind.

FOR GOOD RESULTS. . .

RADIATOR BLIND

(Continued)



The driver can set the blind from his seat. The control is positioned at the LH cowl side pillar.

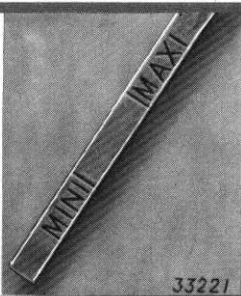
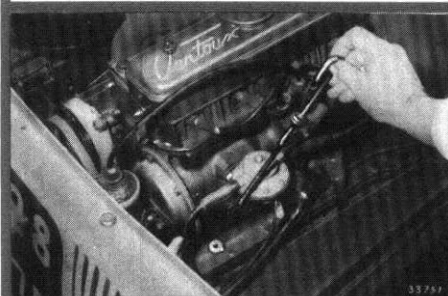
Merely squeeze the two rings in order to move same along the slide.

The uppermost position corresponds to the blind being entirely out of action.

BEFORE STARTING

A good driver should check:

— **The lubricating oil level in the engine oil sump:**
the level should reach the mark MAXI on the dipstick.



An oil level over and above the mark MAXI on the dipstick would result in an excessive fouling of the engine.

— **The water level in the radiator:**
a considerable loss of water in the radiator often indicates leaks in the cooling system.

— **Tyre inflation pressure:**
a mere glance will do to find out any abnormal condition.
Make sure that the spare wheel tyre is correctly inflated.

BEFORE STARTING

(Continued)

STARTING

— Fuel level in tank:

the indicator on the instrument panel won't operate unless the ignition is turned on.

The dial graduations approximately correspond to 1/4, 1/2 of the tank capacity, the latter being 32 litres (7 imp. gallons or 8,5 US gallons). When finger is at "O", the tank will still hold from 2 to 3 litres (approx. 1/2 gal).

The fuel tank filler is at RH, under the engine bonnet.

All these checks are quickly performed and will provide added security for the journey.

The gear shift lever is in neutral.

Insert the key into the combination switch underneath the steering wheel and fully rotate clockwise without depressing the accelerator pedal. As soon as engine fires, release the key which will automatically resume the "Contact" (Ignition on) position.

You do not have to worry operating the choke, the latter's operation being fully automatic.

Do not race the engine and never try to get full power output as long as engine is cold (below 60° C i.e. 140° F).

During cold weather, you will achieve a quicker warming-up period by using the radiator blind.

Do not run the engine in a closed room; exhaust gases contain carbonic oxide.

ON THE ROAD

From time to time, glance at the instrument panel. The function of the various indicators is to warn the driver if something goes wrong with the operation of the car.

— **Whenever the red pilot lamp** (oil pressure) flashes on, this indicates that something is wrong with the engine lubricating system (lack of oil—oil pressure switch damaged, etc.).

Stop the car and report to the nearest Renault Dealer.

— **Whenever the green pilot lamp flashes on**, and if the generator belt is tight and in good condition, it can be assumed that trouble exists at the generator or at the voltage regulator. The battery is no longer being charged; however, if battery is properly charged, the situation is not critical and you may continue on your way. However, we recommend that you report to a Renault Dealer as soon as possible.

— **Watch the water temperature indicator** and adjust the radiator blind accordingly. The water temperature should be kept to at least 80° C (175° F) in order to ensure correct engine operation.

This temperature corresponds to the green area of the indicator.

ON THE ROAD

(Continued)

The radiator being pressurized, there is no danger until over 100° C (212° F). A low operating temperature will unfavourably affect the petrol consumption and the engine life.

Please bear in mind that:

- a poor contact (spark plug wires-ignition coil wires);
- dampness on the spark plugs;
- dampness on the outside of the ignition coil;
- condensation inside the distributor cover will be sufficient to prevent the engine from starting when cold.

— Do not allow your foot to rest on the clutch pedal or the thrust bearing will soon deteriorate. For the same reason, when halted before a red traffic light, move gear shift lever back to neutral, in order not to keep the clutch pedal depressed.

— Do not hesitate to change gear when driving up hill, or whenever you need to slow down rapidly, due to some obstruction in the road.

— On a fast and long down grade, in order to spare the brakes, shift down (to 2nd or 1st gear), thereby using your engine as a brake.

— **Under no circumstances** should a down grade be negotiated in neutral. Do not turn ignition off in an attempt to save fuel.

— Never remove the ignition key until the car has come to a full stop, or there could be a chance of the steering becoming locked.

— Upon returning to your garage, or when halting during an extensive trip, glance at the tyres to ascertain that they have not lost pressure.

CAUTION

If it proves necessary to check the water level in the radiator: when the water is very hot (thermometer showing about 100° C or 212° F), unscrew the radiator cap with utmost care only.

— First unscrew the cap slowly in an anti-clockwise direction to the first safety stop (about one quarter-turn).

— Wait a few seconds to allow the steam to escape.

— Then continue to unscrew, pressing heavily on the cap to clear the safety catch.

— To replace the cap, screw up normally until tight.

NOTE — Never pour cool water in the radiator when the engine is hot.

DURING COLD WEATHER

COOLING SYSTEM

Do not wait until freezing time for adding to the cooling system, if the latter does not contain anti-freeze already, 1.5 litre (2 1/2 imp. pints or 3 1/4 US. pints) of ethylen-glycol anti-freeze (SAPRAR). This product does not evaporate.

1 litre (1 3/4 imp. pints or 2 US. pints) of anti-freeze will protect down to -9°C (15.8°F).

1.5 litre (2 1/2 imp. pints or 3 1/4 US. pints) of anti-freeze will protect down to -19°C (-2.2°F).

2 litres (3 1/2 imp. pints or 4 US. pints) of anti-freeze will protect down to -29°C (-20°F).

To ensure a correct mixture throughout the cooling system after adding anti-freeze, allow the engine to run until the water temperature indicator records 75°C (165°F) (opening of the thermostatic valve).

In winter, the cars manufactured in our works and containing anti-freeze are provided with a sticker on the windscreen "With ANTI FREEZE — protected down to -20°C (-4°F)".

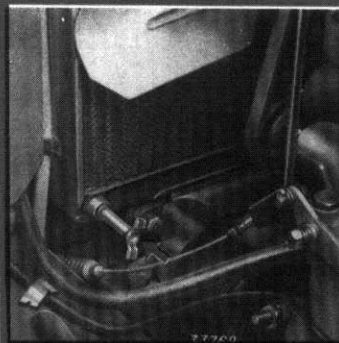
In this case, to protect against freezing, down to -34°C (-29°F), replace 1 litre (1 3/4 imp. pints or 2 US. pints) of the mixture in the radiator for 1 litre (1 3/4 imp. pints or 2 US. pints) of ethylen-glycol anti-freeze.

In summer, unless exceptionally severe conditions are at hand which may cause the engine to overheat, the anti-freeze mixture can be kept in the radiator without this causing any major difficulty. However, to drive with an easier mind, we would recommend that the radiator be drained and that, after flushing, the system be filled with fresh water.

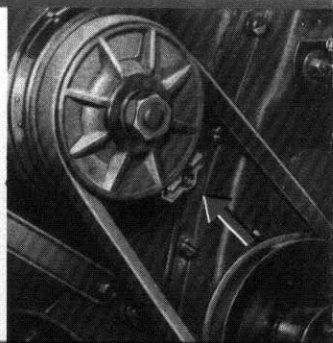
If the anti-freeze is kept, **the concentration of the mixture should be checked, early each winter, to determine its freezing temperature.**

If no anti-freeze is used, drain the water as soon as the car is in the garage. The car should be on a level plane and **the radiator cap removed** (see page 15 for the precautions to be taken) as well as the heater drain plug (see page 8).

There are two draining points:



At bottom of radiator



At rear of engine

NOTE — The water should run freely from the draining cocks.

DURING COLD WEATHER

(Continued)

After draining off, run the engine for half a minute approximately, so as to dry it completely.

— To fill the cooling system after draining, it will be necessary, in order to avoid air inclusions, to remove the drain plug. Refit plug as soon as the water shows at the opening. Allow the engine to run for several minutes and top up the radiator level.

HEATER

For directions for use of the heater and demister, refer to chapter "**Appointment — Comfort**".

As a rule, the handle D will be, in winter, at position 3 and adjustment will be by handle C only.

In summer, to shut off the heating and the demisting, both handles C and D will be approximately at the horizontal position.

BATTERY

If the battery is properly charged, there is no danger of it freezing (-32°C , i.e. -25°F).

However, a semi-charged battery will freeze at -20°C (-4°F) and a flat battery (electrolyte gravity: 20°Baumé) will freeze at -10°C (14°F).

RUNNING IN

SPEEDS — Until this mileage (500 km or 300 miles) is reached, it is recommended that you do not drive faster than the following speeds:

in high gear	: 70 km/h (45 MPH)
in intermediate gear	: 45 km/h (30 MPH)
in low gear	: 20 km/h (10 MPH)

To reach these speeds, do not accelerate to the full. Do not wait for the engine to be overloaded, while climbing uphill, before changing gear.

Nothing will prove more destructive, in terms of engine life, than a fully depressed accelerator pedal whilst the engine r. p. m. is low.

A slightly undulating route, a constant temperature are desirable for running-in.

After 500 km (300 miles) the running-in is over, but an additional 2,000 to 3,000 km (1,500 to 2,000 miles) will be required before the engine develops its maximum power output.

LUBRICATION — Proper lubrication is an essential point for correct running-in.

At the first 1,000 km (600 miles) drain engine, rear axle and gearbox oils.

Refill with an oil of a type approved by our works (see lubrication chart).

At the first 2,500 km (1,500 miles), again drain engine.

Thereafter, follow the frequencies indicated in the lubrication chart.

USEFUL HINTS

BATTERY

(6 v. - 75/90 Ah)

Starting, even when cold, will be easy, if your battery is maintained in proper condition.

Every 2,500 km (1,500 miles) or every month, check electrolyte level; this should be 1 to 1.5 cm (approx. 1/2") above the plates. If required, top up with distilled water, exclusively, or, if not available, with carefully filtered rain water. Also check that terminals are correctly fastened.

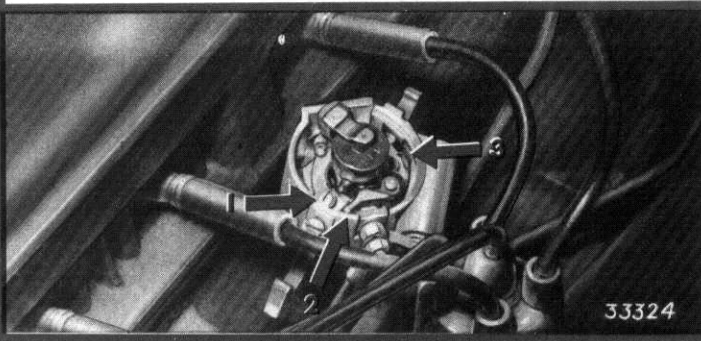
Every year, remove clips; with a fine emery cloth, clean terminals and the inside of the clips.

If the car is laid up for an extended period of time, it is recommended that you remove the battery; keep it in a dry place and give it a light charge every month.

When disconnecting the battery, start with the negative (—) terminal, in order to prevent short circuits. When reinstalling, note the marks on the terminals; the (—) terminal should be connected to the chassis.

DISTRIBUTOR

1. Locknut.
2. Contact point gap.
3. Adjusting screw.



The distributor located at RH side of engine is readily accessible. It plays a very important role in the performance of the engine. Therefore, it should be checked every 5,000 km (3,000 miles).

The contact point faces should be flat and clean. To check the points, the support plate should be removed (3 screws).

Reconditioning the points should be done by using a special stone but never with an emery cloth.

The gap, when the points are held apart to a maximum by the cam, should be from .4 to .5 mm (.015" to .020").

SETTING THE GAP

With contact points held apart to a maximum by the cam:

1. Loosen the lock screw.
 2. Adjust the eccentric screw to obtain the correct setting (use a feeler gauge).
 3. Retighten the lock screw after checking the gap.
- After setting the points gap, the distributor timing should be checked.

It is recommended that you have this job performed by a Renault Dealer.

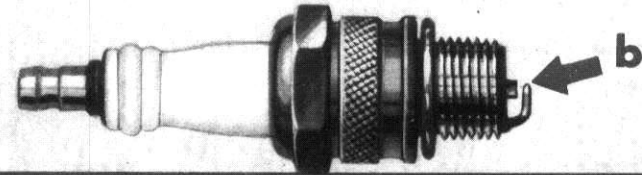
USEFUL HINTS

SPARK PLUGS

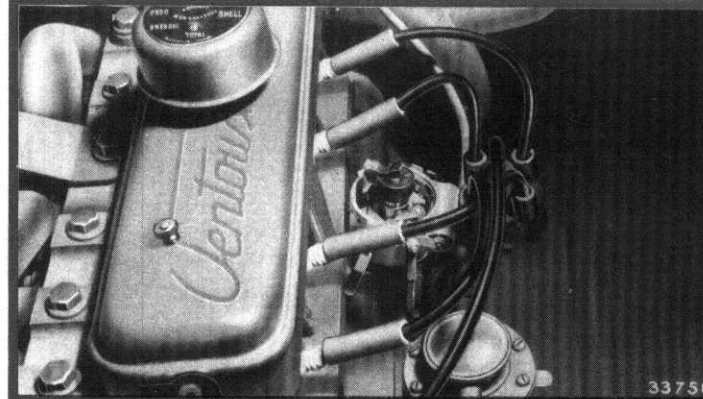
Every 5,000 km (3,000 miles), using the socket wrench and the tommy-bar from the tool kit, remove the plugs, clean electrodes and set to correct gap.

Spark plugs are cleaned by sand blasting; use of a wire brush is to be considered as an emergency procedure only.

To compensate for normal wear of electrodes, they can be brought closer together by tapping lightly the outer electrode. Check gap with a feeler gauge.



When refitting the spark plugs, make sure to insert them by hand first, in order not to damage the threads in the cylinder head.

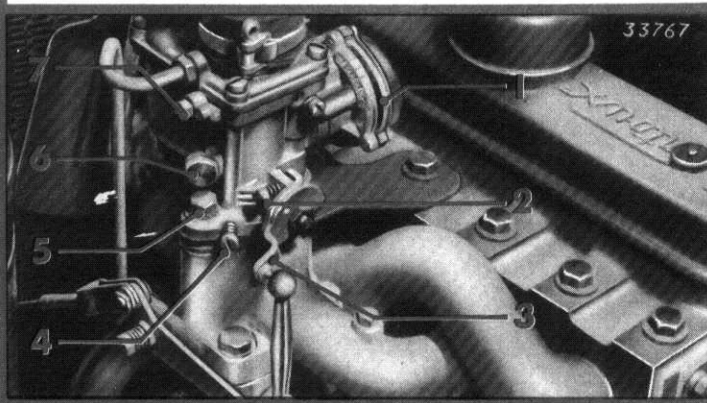


Spark plugs won't last forever. After 15,000 km (9,000 miles) although their appearance might be satisfactory, they should be replaced as the porcelain will be impregnated with carbon and its insulating action will be reduced, thereby affecting engine performance and increasing fuel consumption.

USEFUL HINTS

CARBURETTER

From time to time, retighten (do not overtighten) the 2 attaching nuts to prevent air from entering, as this would cause too thin a mixture with, as a consequence, difficult starting and poor idling.



1. Automatic choke.
2. Throttle stop screw.
3. Throttle control lever.
4. Fuel-air mixture screw.
5. Attaching screw.
6. Main jet carrier.
7. Idler jet.

Jets. — Despite the filters provided in the fuel system, some foreign matter might occasionally clog the jet openings. The jets are easily removable, without the carburettor having to be removed. Wash jets in petrol and blow dry.

Never use a metal object such as a wire to clean the jets as this may damage or enlarge the hole.

Idling. — The idling speed must be adjusted with engine hot. To increase or decrease idling speed, operate the throttle control lever stop screw. If engine runs erratically or stalls readily, adjust the fuel-air mixture screw (The latter should never be fully tightened).

Do not set the idling speed too low, as this could result in the engine stalling in city traffic. The correct idling speed is 550 RPM.

BELTS

Every 10,000 km (6,000 miles) check belts for wear and tension. A normally tight belt should be capable of being deflected under thumb pressure by approx. 1 to 1.5 cm. (1/2").

USEFUL HINTS

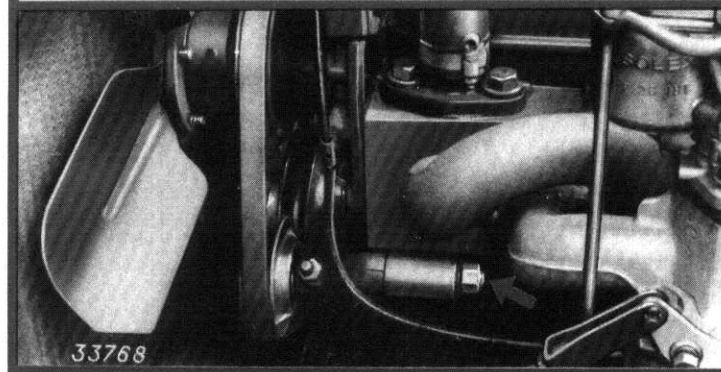
BELTS

(Continued)

Adjustments:

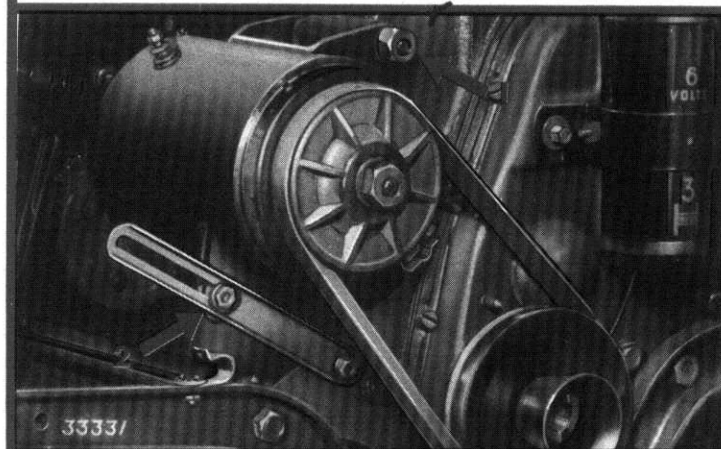
Fan belt.

Pivot the tensioner pulley support shaft after loosening the fixing nut.



Generator belt.

Pivot the generator around its support shaft after loosening nuts 1 and 2.



1. Support shaft nut.
2. Locknut on slide.

Bear in mind that. . .

— an overtightened belt will inflict undue strain on the bearings;

— should the fan belt happen to fail, it may be replaced by the generator belt in order to resume your trip to the nearest Renault Dealer.

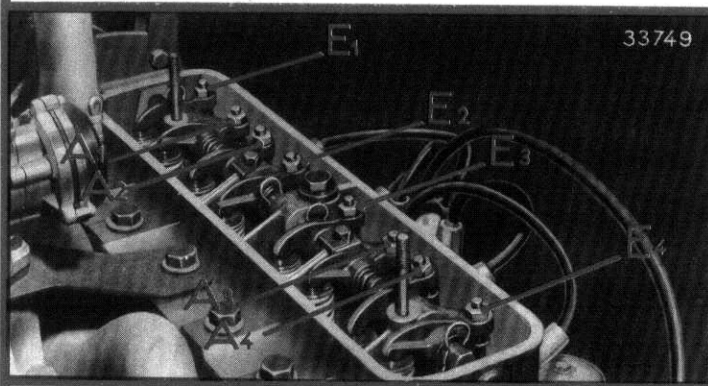
USEFUL HINTS

ROCKER ARMS

Should the rocker arms become noisy, they are in need of adjustment. This must be performed with engine cold. A 10/100 mm (.004") feeler gauge for the inlet valves and a 20/100 mm (.008") feeler gauge, for the exhaust valves, should be available.

Remove rocker arm cover and proceed as shown on the table hereunder.

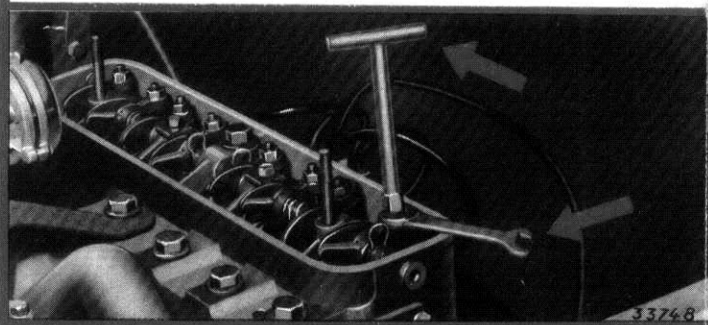
For adjusting the rocker arms	By rotating engine with starting handle, bring to full opening the valve
A 3 — E 4	E 1
A 4 — E 2	E 3
A 2 — E 1	E 4
A 1 — E 3	E 2



A. Inlet valves.
E. Exhaust valves.

Adjustment is made by turning the adjusting screw after, first, loosening the lock nut.

The feeler gauge should pass fairly easily between the valve stem and the rocker arm.



We recommend that this adjustment be performed by a Renault Dealer.

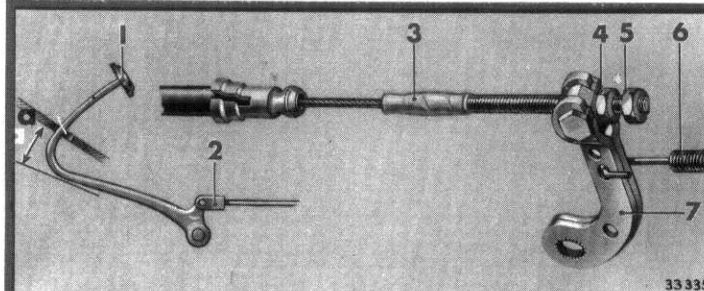
CLUTCH

1. Clutch pedal.
2. Cable clevis.
3. Cable threaded end.
4. Adjusting nut.
5. Check nut.
6. Retracting spring.
7. Clutch release fork shaft lever.

USEFUL HINTS

The free travel of the clutch pedal should be approx. 2 cm (3/4").

This adjustable distance (a) is a safety measure to guard against clutch slip.



Adjusting clutch pedal free travel. — Adjust by means of the control rod nut located slightly behind the left rear wheel shaft tube. This adjustment is more easily performed if a pit or lifting equipment is available.

— slacken off the check nut (5) while holding the nut (4);

— run up the nut (4) by the necessary amount. This can be readily determined by depressing by hand the pedal; the adjustment will be correct when, upon depressing the pedal by 2 cm (3/4") a resistance is encountered, indicating that the clutch is starting to be released;

— hold nut (4) while tightening up the check nut (5).

NOTE.—The " Dauphine " is delivered, upon request, with a FERLEC automatic clutch; refer to special notice.

AIR FILTERS

Heater filter. — Every 10,000 km (6,000 miles), clean the filtering screen; remove by pulling upwards, hold vertically and tap it lightly on a soft surface (wood) to remove the dust; dip the element in engine oil for very cold weather (see Lubrication chart) and after allowing to drain, refit.

If filter is heavily clogged, it may be cleaned with petrol before dipping in oil.

NOTE.—In dry or dusty areas, cleaning periods should be much closer.

USEFUL HINTS

BRAKES

(Continued)

If, after carrying-out the above adjustment, any of the following conditions is found:

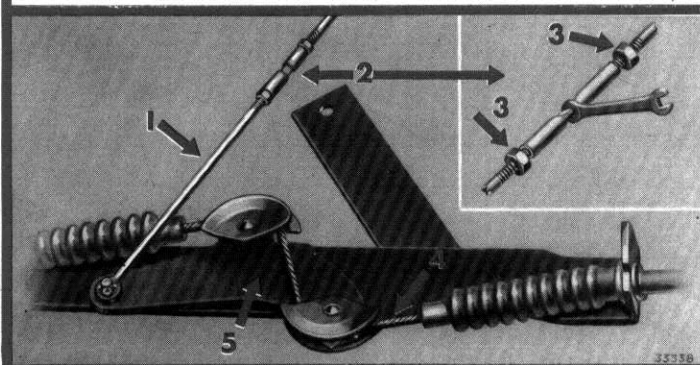
- spongy pedal;
- excessive pedal travel;
- overheating of brake drums or any other braking trouble.

For safety's sake, report the trouble to a Renault Dealer.

After washing the car with a hose, or after running through deep water, check for proper brake operation. A few brake applications will slightly heat up the drums and will ensure faster drying of the linings.

Hand brake. — Hand brake action should start from the 2nd or 3rd notch. If not, the active length of the rod connecting the lever to the relay secured underneath the floor, slightly forward of the gearbox, should be reduced.

This adjustment should be made only after the rear brake shoe linings have been adjusted for wear.



1. Rear control link.
2. Adjusting tensioner.
3. Lock nuts.
4. Brake shoe control cable.
5. Relay with cams.

To carry this out:

- Jack up the rear wheels.
- Pull the hand lever to the second notch.
- After having slackened off the lock nuts (3), screw up the adjusting tensioner (2) until the shoes begin to contact the drums (rotate wheel by hand to make sure).
- Having released the hand lever, see that the wheels turn freely, and then tighten up the lock nuts (3), holding the adjusting tensioner (2).

Under no circumstances should the hand brake adjustment be used to compensate for lining wear.

LUBRICATION

The lubrication chart, at the end of this booklet, shows the grades of lubricants approved by Renault for each part or assembly.

By using these oils exclusively, you will keep your car in perfect running order.

RECOMMENDATIONS. — Whenever changing oil, from a pure mineral oil to a moderately detergent oil, follow the procedure as hereunder:

- a) Drain the previously used oil (pure mineral oil).
- b) Rinse the engine with a cleaning stuff.
- c) Fill with the new oil (of the detergent type).
- d) After 500 km (300 miles), again drain and fill up with fresh oil.

— In winter, do not believe that, with the oil heating up more slowly, the periods of time between successive draining operations can be longer. In fact, the contrary is true, owing to more frequent use of the choke and also to more extensive vapor condensations.

Frequent spraying of the underside are recommended but care should be taken to avoid excessively spraying the rubber bushes at the front suspension and at the engine mountings.

WASHING

Frequent washing of the car will keep the paint in good condition and maintain the appearance as new longer.

Never wash the car in full sunlight. Wait until the body has cooled down before starting to wash the car.

If an additive is mixed to the water for washing, make sure that this additive will have no detrimental effect on the synthetic paint. Do not use too extensively the various polishes which are to be found on the market, for they are more or less abrasive. Use only those products recommended by our Technical Department and by our Dealers.

White side wall tyres should be cleaned with soap water solution (plain, soft soap); rinse the tyres with fresh water.

Never use kerosene, petrol or alcohol on the paintwork for cleaning.

Clean the door counter-handles with soap water solution. Products such as trichlore, petrol, benzine, alcohol, etc., are prohibited because of their great dissolvent power.

We wish to warn our customers against the use of vinyl material covers as used on cars, as these covers may eventually damage the synthetic paint.

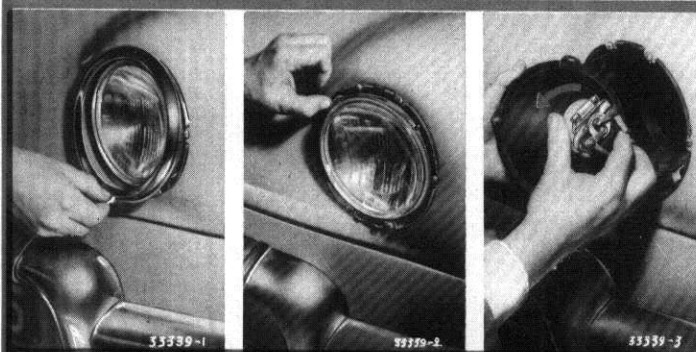
USEFUL HINTS

BULBS

(Continued)

Changing a headlamp bulb.

- 1) Remove the headlamp rim by pulling on the small lug at its base;
- 2) Unclip the reflector unit by moving the spring steel tab. This will enable the entire unit to be taken out easily and the festoon bulb (town light) which is held between two springs can be changed;
- 3) To change a headlamp bulb, remove the entire support by turning it slightly anti-clockwise. When fitting the bulb, pay attention to the marking "haut" (top) on the socket.



Thoroughly clean the lamp before replacing it, to avoid any spot in the beam of light.

Changing an instrument panel light bulb.

Just pull on its support; the latter is held in its location by clips.

Changing a trafficator light bulb.

Loosen by a few turns the sunk screw located behind the casing, pull the latter to remove.

Changing a rear light bulb.

Open the engine bonnet and pull on the bulb support socket.

— For safety's sake, you should always carry a spare headlamp bulb in the luggage compartment.

— If a town light bulb should be burned out, it can always be replaced by taking the bulb from an interior light.

Note. — Should a headlamp lens happen to be fractured, change the whole reflector unit at a Renault Dealer.

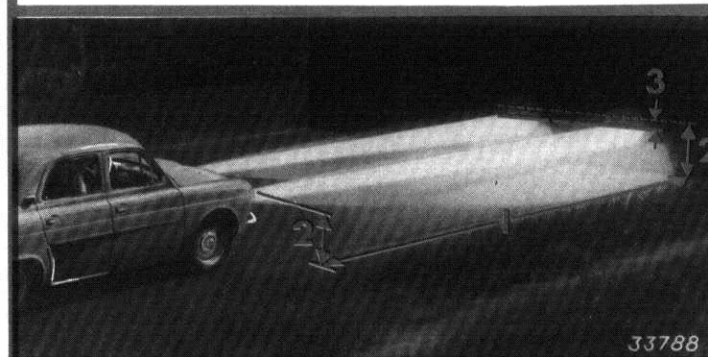
— Refer to page 39 for specifications of bulbs which are lighting your car.

HEADLAMPS

Headlamp (dimmer) adjustment.

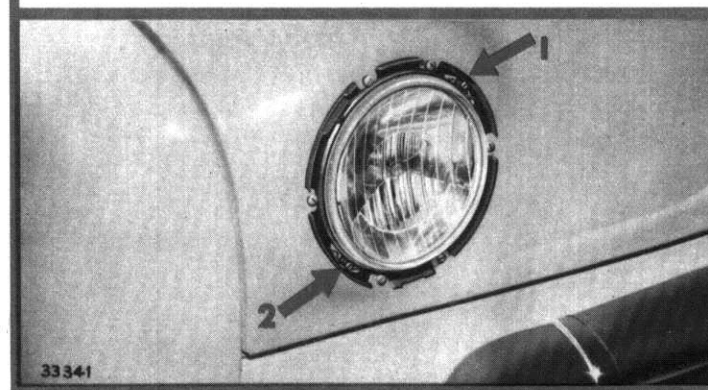
In compliance with road regulations, the headlamps should be correctly adjusted as follows:

- a) The beam should be parallel to the axis of the car.



1. Distance 30 ft.
2. Height of headlamp center line.
3. Dimension from 4 to 10".

- b) In the dimmed position, with the car standing on level ground, the beam should be cut off parallel to the ground, and at 10 m (30 ft), the top of the beam should be between 10 and 25 cm (about 4 to 10") below the centre of the lens.



1. Directional adjustment.
2. Distance adjustment.

The headlamps are adjusted by turning the screws 1 (for directional adjustment) and 2 (for distance adjustment). The screws are accessible after the rim has been removed.

USEFUL HINTS

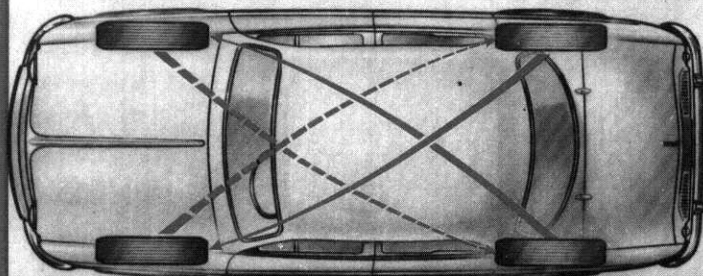
TYRES - WHEELS

Inflation pressure. — From time to time, check tyres for correct inflation pressures.

Normal pressures are 1 kg (14. 1/4 psi) in front and 1.6 kg (22. 3/4 psi) at rear. Take care to inflate the spare wheel tyre to 1.6 kg (22. 3/4 psi); reduce its pressure to 1 kg (14. 1/4 psi) if this wheel is used in front.

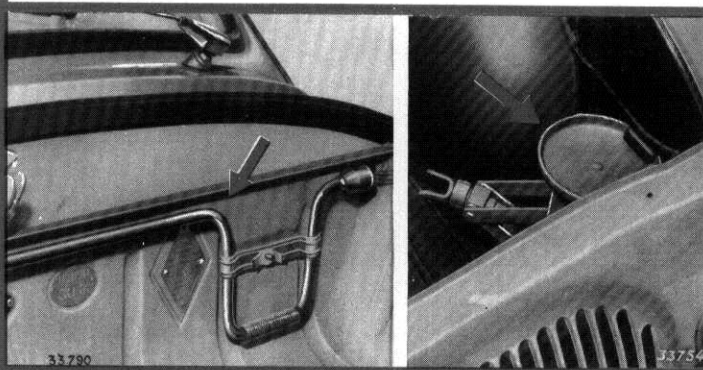
Do not mind the higher pressures which could be attained due to hot weather, or after a trip at high speed.

Switching the wheels. — Every 5,000 km (3,000 miles), the wheels should be changed round to avoid uneven tyre wear.



33342

The jack and the starting handle are secured under the engine bonnet and in the luggage compartment respectively.



33780

33754

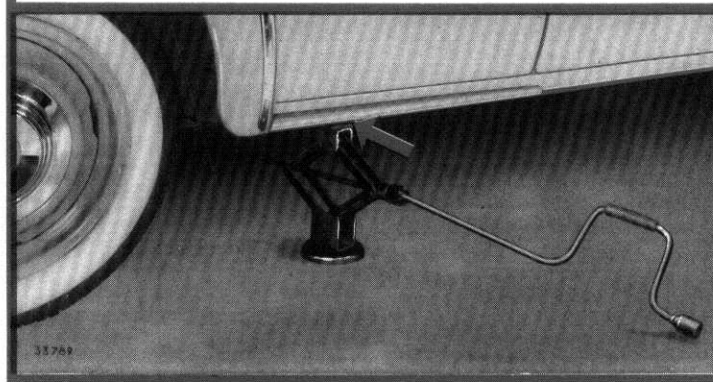
USEFUL HINTS

TYRES - WHEELS

(Continued)

Removing and refitting a wheel:

Before using the jack, apply the handbrake, remove the hub cover (central screw) and unlock the three wheel attaching nuts.



By placing the jack under any part of the side member, one wheel or the whole side of the car can be raised.

To make the refitting of a front wheel easier, rotate the hub and bring one of the three studs to the lowest position. Tilt the wheel towards yourself until you see the inner face, insert it first on that stud and push it back vertically.

Refitting a rear wheel offers no difficulty (locked hub); tilt the wheel and you will insert it easily on one of the studs.

After this operation, make sure to inflate the tyres to the correct pressure.

Front wheels :	1 kg (15 psi)
Rear wheels :	1.6 kg (23 psi)
Spare wheel :	1.6 kg (23 psi)

USEFUL HINTS

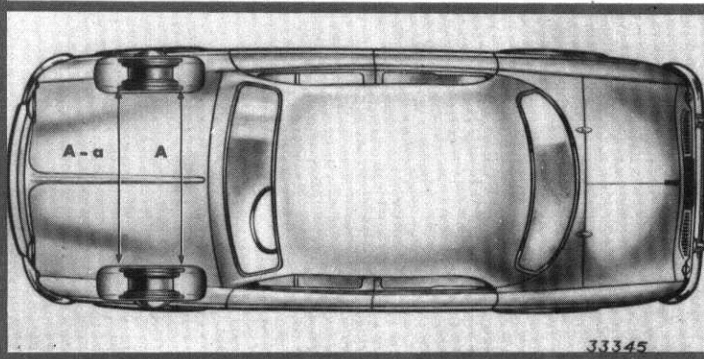
TYRES - WHEELS

(Continued)

Front wheel toe-in. — The wheels should converge towards the front. An abnormal wear of the front tyres may come from an incorrect front wheel toe-in.

To check toe-in, measure the distance between two points on the front wheel rims, at the centre and towards the rear (mark the points with chalk).

Move car forward in order that the wheels rotate by half a turn. Again check the distance between the points marked.



The latter distance should be smaller by $a = 3$ to 5 mm ($.12$ to $.20''$) as compared to the former.

We recommend that this adjustment be made by a Renault Dealer.

NOTE. — If an operation concerning the transmission has to be carried out, do not forget, when reassembling, to grease the wheel bearing, the axle shaft tube linkage and the universal joint needles. Use bearing grease.

**Have your car lubricated and inspected regularly :
it will prove finally economical.**

MAINTENANCE CALENDAR

**EVERY 2,500 km
(1,500 miles)**

MAINTENANCE CALENDAR

BATTERY

Top up battery level by adding distilled water or rain water only.

ENGINE

Drain, rinse and refill.

Cleaning the outside of the engine will permit leaks or any other trouble, to be detected.

**EVERY 5,000 km
(3,000 miles)**

SPARK PLUGS

Clean electrodes and set gaps.

DISTRIBUTOR

Check condition of points and gap.

FRONT END

Check front wheel toe-in.

TYRES

Change wheels round.

**EVERY 10,000 km
(6,000 miles)**

BELTS

Check for correct tension.

AIR FILTER

Clean filter element and change oil.

FILTERING SCREEN OF HEATER

Clean screen from dust and lubricate again.

A MAINTENANCE AND LUBRICATION CALENDAR

Is delivered with the Guarantee Document.

This calendar shows schematically the sequence of the recommended jobs listed as Inspection and Lubrication Operations to be performed periodically.

The RENAULT Dealers are ready to perform all these operations at determined or easily predetermined rates.

The above list is not limited.

FAULT FINDING

ENGINE WILL NOT START

Provided your car is properly maintained, no serious troubles should be experienced.

THE STARTER MOTOR DOES NOT ROTATE THE ENGINE:

— Is the battery charged? If so, check battery terminals for cleanliness and see that one of the eye rings is not loosened. Make sure there is no bad earthing.

— Have your car pushed whilst in 2nd gear.

THE STARTER MOTOR OPERATES NORMALLY:

a) Check ignition.

Turn ignition on. Disconnect the distributor central wire, while maintaining it connected to the centre of the coil. Put end of wire approx. 1 cm (1/2") from cylinder head. Rotate engine slowly with starting handle. If a spark jumps the gap from wire end to cylinder head, this will show that the ignition coil is in good condition.

Are distributor points in good condition? Points to be flat and smooth (see Distributor). Check cap for dampness or cracks. If cracks are found, replace with a new cap.

Check spark plugs. — Check for dampness on insulators (see under "Engine Starting").

b) Check fuel supply.

Jamming of the automatic choke plate : this can be released by a gentle tap on the cover.

(Unscrew filter plug and operate pump by hand.)

Some petrol pours out, but the flow is restricted:

- The pump cover gasket is deteriorated or is not secured properly;
- The piping is partially clogged or flattened;
- The pump filter is dirty (do not remove the pump without ensuring that a new gasket is to hand).

Petrol flows normally:

— One of the jets is clogged; remove the jets and blow out (never use a metal object, such as a wire, for cleaning the jets);

(Retighten the filter plug and operate pump by hand.)

The petrol overflows from the carburetter:

— The float is punctured or float needle is jammed.

ENGINE STARTS

FAULT FINDING

ENGINE STARTS BUT STOPS AFTER A FEW SECONDS OF OPERATION :

— The float valve is jammed: this can generally be released by a gentle tap on the body of the carburetter.

ERRATIC OPERATION OF ENGINE

— When moving off, erratic running giving the impression of a defective spark plug, but trouble is over after a few miles:

Check distributor points.

ENGINE STALLS WHEN IDLING :

— The idling jet is clogged.

ENGINE MISFIRES AT LOW SPEED :

— Distributor gap is too small.

ENGINE BREATHING IS POOR WHEN ACCELERATING:

— The main jet is clogged.

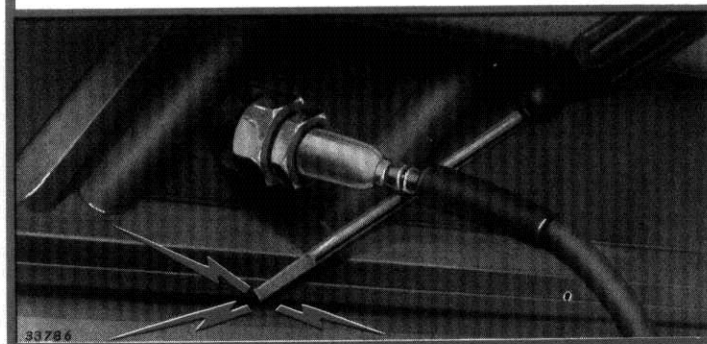
ENGINE MISFIRES AT HIGH SPEED :

— Distributor gap is excessive.

ENGINE MISFIRES AT ALL SPEEDS :

— Defective spark plug.

Without stopping the engine, the faulty plug can be traced by sorting out each one in turn, using a wooden or other type of insulated handled screwdriver between the cylinder head and plug terminal (remove the protecting rubber).



FAULT FINDING

ENGINE STARTS

(Continued)

ENGINE LACKS POWER, APPARENTLY:

- Check the main jet.
- After a few miles of driving, put hand on wheels, near hub cover, to determine whether one wheel is abnormally hot (brake shoes not released, seizure of a bearing).

ENGINE OVERHEATS AND POWER OUTPUT IS LOW:

- Low water level in radiator: leaks at water hoses (never pour cold water in a very hot radiator);
- Fan belt is slack;
- Low ignition advance (report to a Renault Dealer);
- Check position of radiator deflector blind;
- Radiator is scaled (after a long use).

EXHAUST DETONATIONS:

With engine pulling:

- Valves do not close correctly; check rocker arm lash, see under "Rocker Arms" or report condition to a Renault Dealer).

When coasting (engine braking):

- Idling mixture too thin (see under "Carburettor")
- Air leak at exhaust.

CLUTCH

ROUGH CLUTCH ACTION OR NOT PROGRESSIVE

- Poor driving technique.
- Pedal clearance is incorrect or clutch is damaged. Report condition to a Renault Dealer.

CLUTCH SQUEAKS WHEN RELEASED:

- The thrust bearing is worn out, due to excessive operation of clutch. Have it changed at a Renault Dealer.

DIFFICULT CHANGE—NOISY CHANGE:

- Excessive travel on clutch pedal.

BRAKES

PEDAL SEEMS TO BE SPONGY, POOR BRAKING ACTION:

- Air in brake lines. Bleed brakes.

ROAD HOLDING

BRAKES DRAGGING TO ONE SIDE:

- Brake shoe seized (if so, excessive heat is generated at the corresponding brake drum).
- Inflation pressure of one tyre is incorrect.
- Due to a sharp impact, the front wheel alignment or toe-in has been disturbed. Have this adjusted by a Renault Dealer.

SPECIFICATIONS

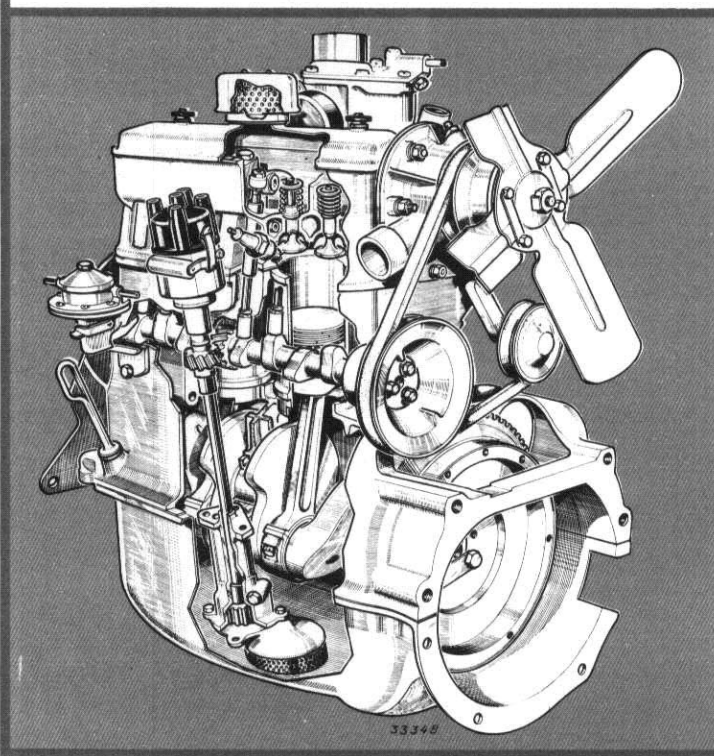
ENGINE

The engine is a 4 stroke, 4 cylinders in line unit (removable type cylinder liners) with rocker arms. The crankshaft main bearings and the connecting rod big ends are fitted with replaceable bearing shells.

Engine cooling is by the water circulating around the cylinder liners and in the cylinder head (water pump).

Pressure lubrication (gear type pump) assures perfect lubrication of crankshaft, connecting rod big ends, rocker arms and timing.

The other units are lubricated by the oil spray.



Main engine specifications are as follows:

Bore	58 mm (2.28")
Stroke.....	80 mm (3.14")
Piston displacement.....	845 cub. cm. (51.54 cu. in.)
Compression ratio	7.25 to 1
Brake horsepower	27 HP at 4,200 RPM
Carburetter	Solex 28 IBT
(with automatic choke)	
Rocker arm clearances:	
cold { inlet1 mm (.003")
exhaust.....	.2 mm (.007")

SPECIFICATIONS

ENGINE

(Continued)

TIMING GEAR

Timing gear setting with theoretical valve lash of .2 mm (.007") inlet and .3 mm (.011") for exhaust.

	Linear		Angular
	mm	in.	degrees
Inlet opens (before T.D.C.)	.3	.011	6
Inlet closes (after B.D.C.)	4	.15	30
Exhaust opens (before B.D.C.)	9	.35	45
Exhaust closes (after T.D.C.)	.4	.015	7

IGNITION

Distributor automatic centrifugal advance

Initial setting..... { (2 to 4 degrees on crankshaft
(2 to 4 mm (.08 to .15") on pulley

Contact point gap4 to .5 mm (.016 to .020")

Firing order.

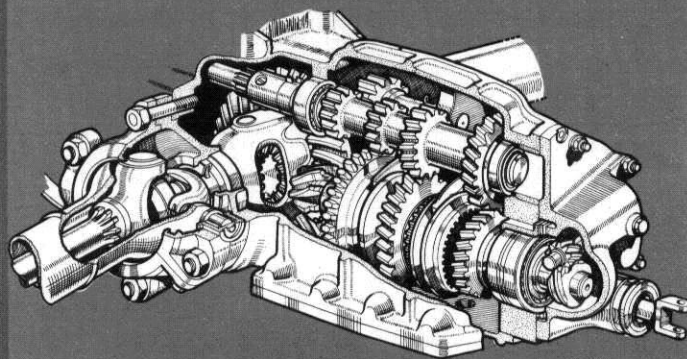
(No 1 cylinder is at flywheel end)..... 1 - 3 - 4 - 2

Spark plugs, 14 mm dia..... AC F 10

Plug electrode gap7 to .8 mm (.03")

GEARBOX — DIFFERENTIAL

The Gearbox has 3 forward speeds and one reverse. The gear control is through sliding gears. The 2nd and 3rd gears are synchronized.



SPECIFICATIONS

GEARBOX — DIFFERENTIAL

(Continued)

Speed ratios		Speeds at 1,000 RPM with 5.0 x 15 tyres 8 x 35 bevel gear and pinion	
		km/h	MPH
1st.....	3.7	6.9	4.28
2nd.....	1.8	14.15	8.78
3rd.....	1.07	23.8	14.77
Reverse.....	3.7	6.9	4.28

CAPACITIES

Cooling system	4.45 litres (7 3/4 imp. pints or 10 US. pints)
Engine	Maxi 2.5 litres (4 1/2 imp. pints or 5 1/4 US. pints)
	Mini 1.5 litre (2 1/2 imp. pints or 3 1/4 US. pints)
Crankcase	1 litre (1 3/4 imp. pints or 2 US. pints)
Braking system.....	0.32 litre (1/2 imp. pints or 3/4 US. pints)
Tank (petrol)	32 litres (7 imp. gal. or 8.5 US. gal.)

BULBS

The chart hereunder shows the specifications of bulbs fitted on your DAUPHINE.

Headlamps and dimmers.	„Hi-and dimmer” bulb, 6 volt, 36 watt, 2 terminals, 3 studs - yellow, smooth finish.
Trafficators.....	25 dia. bulb - 6 volt, 15 watt, 1 terminal, 2 studs.
Tail and stop lights.....	Bilux, 25 dia. bulb - 6 volt, 18/4 watt, 2 terminals, offset studs.
Number plate light and light under bonnet....	19 dia. bulb - 6 volt, 4 watt, 1 terminal, 2 studs.
Town and interior lights.	Festoon bulb, 10 x 39 - 6 volt, 4 watt.
Pilot lamps, Parking lights and Instrument panel lights.....	Small bulb, - 6 volt, 1.2 A 9 mm socket.

ELECTRICAL WIRING DIAGRAM

ELECTRICAL WIRING DIAGRAM

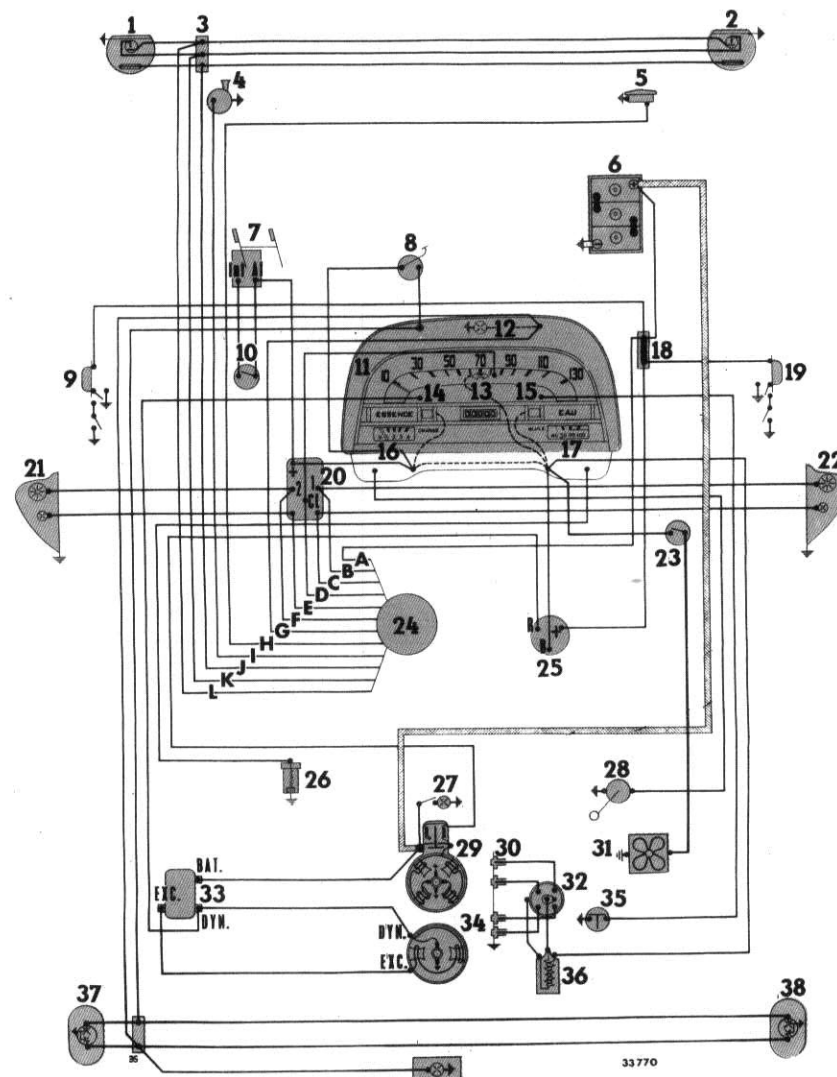
(L. H. DRIVE)

1. Front LH light.
2. Front RH light.
3. 3-terminal front connection plate.
4. Town horn.
5. Road horn.
6. Battery.
7. Windscreen wiper.
8. Stop light switch.
9. LH interior light.
10. Windscreen wiper switch.
11. JAEGER combination instrument panel.
12. Instrument panel light.
13. Trafficator pilot lamp.
14. Charge pilot lamp.
15. Oil pressure pilot lamp.
16. Petrol level indicator.
17. Water temperature indicator.
18. 2-terminal connection plate at instrument panel.
19. RH interior light.
20. Positive control bi-metal switch.
21. Parking light and LH trafficator light.
22. Parking light and RH trafficator light.
23. Heater switch.
24. "Covir" combination switch (see chart below).
25. Ignition-starting switch.
26. Water temperature sender.
27. Light under bonnet.
28. Fuel level indicator.
29. Starter.
30. Spark plugs.
31. SOFICA heater.
32. Ignition distributor.
33. Voltage regulator.
34. Generator.
35. Oil pressure switch.
36. Ignition coil.
37. LH red rear and stop lights.
38. RH red rear and stop lights.
39. Rear connection plate (2 terminals).
40. Rear number plate lights.

AVERCOT "COVIR" COMBINATION SWITCH

REFERENCES		DESCRIPTION
Sketch	Device	
a	+	Current supply.
b	D	RH trafficator.
c	FD	RH parking light.
d	+	Covir reversing switch.
e	FG	LH parking light.
f	G	LH trafficator.
g	LAR	Rear light.
h	A 2	Road horn.
i	A 1	Town horn.
j	L	Town lights.
k	C	Dimmer lights.
l	PH	Head lights.

ELECTRICAL WIRING DIAGRAM



IDENTIFICATION GUARANTEE

IDENTIFICATION

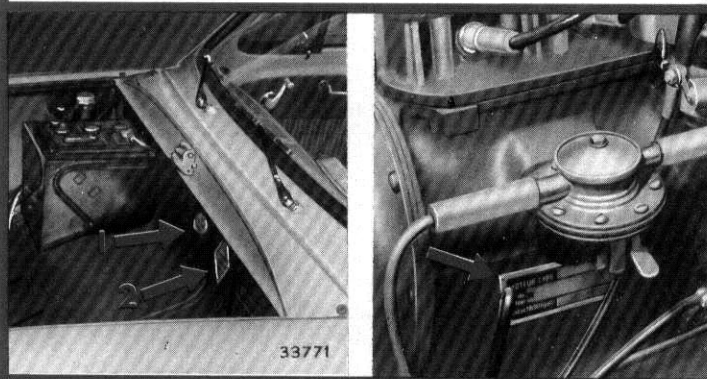
In all correspondence or orders, always quote:

Type of vehicle, power and symbol number.

The delivery number (Diamond plate (2) located close to the centre of the dashboard as will be seen when the luggage boot is open).

The manufacturing number of the chassis (oval plate (1) secured at side of dashboard, as will be seen when luggage boot is open).

The engine number (on the rectangular plate secured on the cylinder block at right side and towards the rear).



GUARANTEE

All our new vehicles are guaranteed according to stipulations outlined in the Guarantee. Document handed to the customer when taking delivery of the car. Please keep this document as the latter will be required whenever the Guarantee is to be applied. Strictly follow the recommendations therein specified, the observance of which conditions the guarantee.



GENUINE SPARE PARTS

This diamond-shaped stamp is a guarantee for genuine Renault spare parts.

*All these parts are strictly checked and **guaranteed**.*

When your car is serviced, make sure that genuine parts exclusively are used.

TABLE OF CONTENTS

FOREWORD	1	RUNNING-IN	17
ALPHABETICAL INDEX...	2	USEFUL HINTS	18
GENERAL SPECIFICATIONS	3	Battery (Accumulators) ..	18
CURRENT CONTROLS ...	4	Distributor	18
Dashboard.....	4	Spark plugs	19
Instrument panel.....	4	Carburettor	20
Anti-theft device, ignition, starting	5	Belts.....	20
Gear change.....	6	Rocker arms	22
Signals	6	Clutch	23
APPOINTMENT — COMFORT.....	7	Air filters	23
Engine bonnet	7	Brakes	25
Ash-tray	7	Lubrication	27
Air-conditioning	7-8	Washing	27
Luggage compartment ..	9	Bulbs	28
Windscreen wiper	10	Headlamps	29
Parking brake lever	10	Tyres — Wheels — Wheel cross switching — Front toe-in.....	30
Interior lights	10-11	MAINTENANCE CALENDAR.....	33
Doors.....	11	FAULT FINDING.....	34
Spare wheel	11-12	MISCELLANEOUS SPECIFICATIONS	37
Front seats (adjustment).	12	Engine	37-38
Radiator blind	12-13	Gearbox-differential	38-39
FOR GOOD RESULTS....	13	Capacities	39
Before starting	13	Bulbs	39
Starting	14	ELECTRICAL WIRING DIAGRAM	40-41
On the road	14	IDENTIFICATION.....	42
During cold weather ...	16	GUARANTEE.....	42
Cooling system	16	GENUINE PARTS	42
Draining the radiator ...	16		
Heater	17		
Battery	17		

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A FEW

SAPRAR

ACCESSORIES

AUTO - RADIO SETS

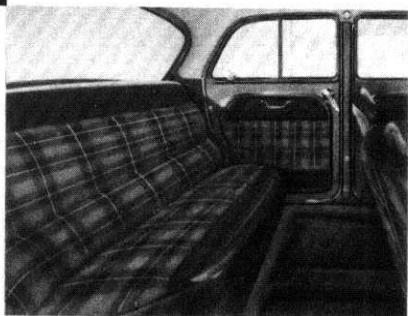
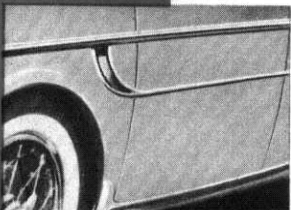
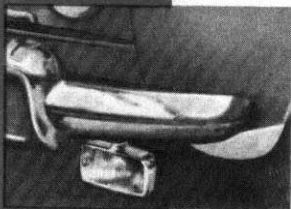
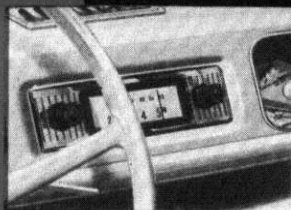
They fit easily into the styled position on the dashboard.



FOG LIGHTS BACK-UP LIGHTS



EMBELLISHERS MOULDINGS, WHEEL HUB COVERS, ETC.



TAILORED SEAT COVERS

High-grade fabrics or plastic materials readily fitted on the car seats.



SAPRAR POLISH
Cleans, polishes
and glosses the
paint of your car.

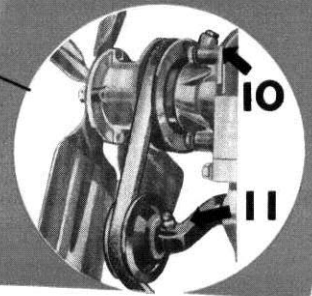
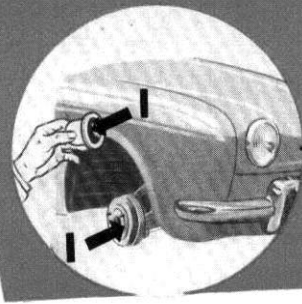
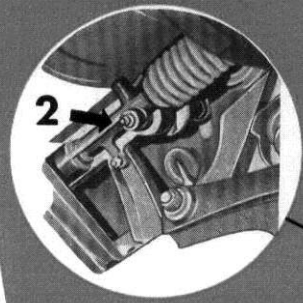
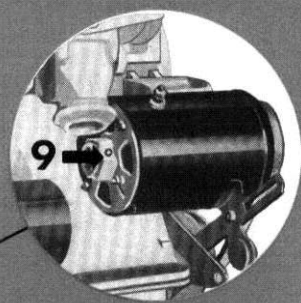
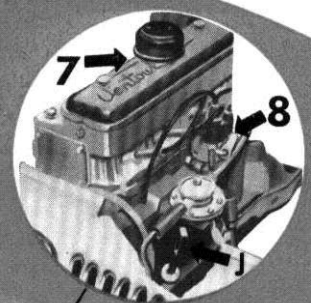
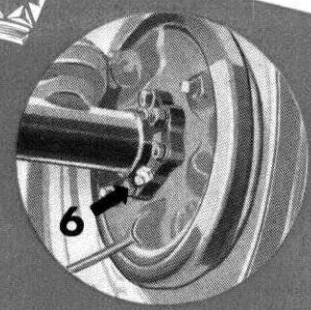
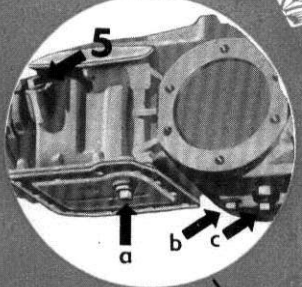
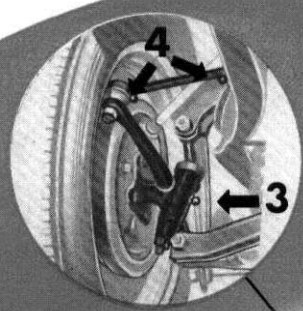
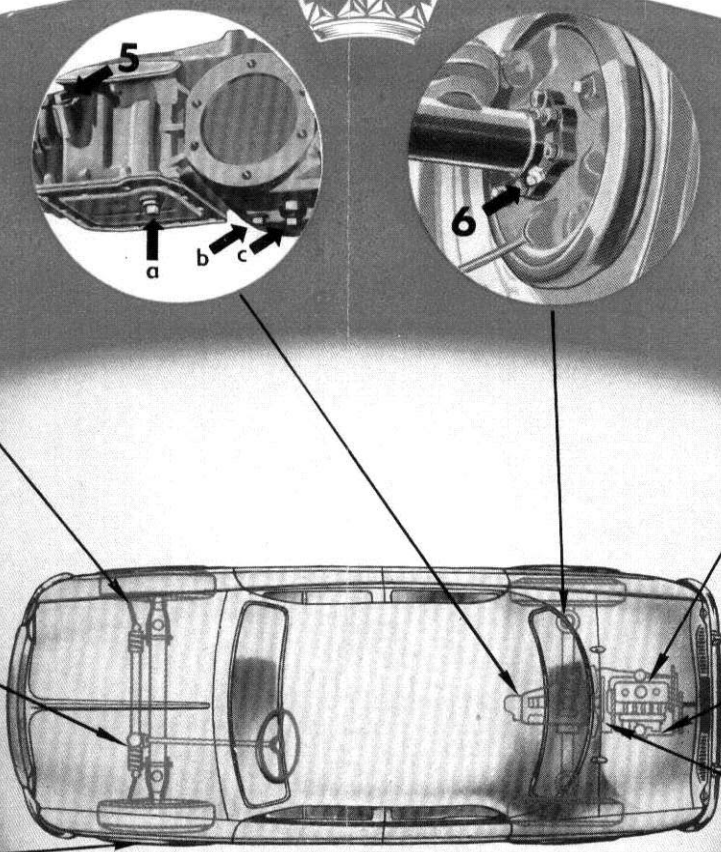


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TÉL. MOLITOR 76-30



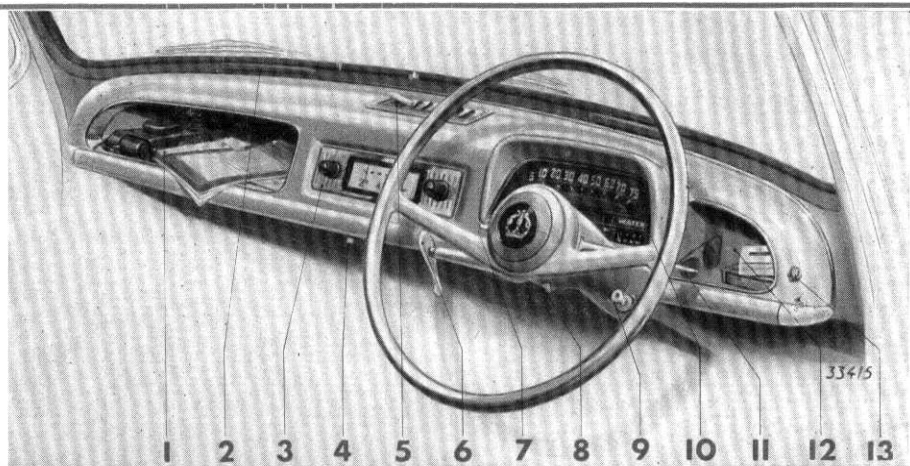
LUBRICATION CHART

Use the makes of oil indicated hereunder. The tables are not arranged in any order of preference. When draining and topping up, it is recommended not to mix oils of various makes.

No	PARTS OR UNITS TO BE LUBRICATED	Number of lubricators	LUBRICANTS	ENERGOL	ESSO	HUILES RENAULT	MOBIL OIL	SHELL	TOTAL
	EVERY 300 Miles								
7	ENGINE Top up, if required, according to the marks on dipstick « J ». Never overtop the mark « MAXI ».	1	ENGINE OIL Very cold weather	BP ENERGOL MOTOR OIL S A E 10 W	ESSO EXTRA MOTOR OIL N° 1	HUILE RENAULT 10 W	MOBIL OIL 10 W	SHELL X 100 10 W	TOTAL EXTRA A
	EVERY 1,500 Miles								
7	ENGINE (draining and refilling) The drain plug is screwed on the oil sump.	1	Winter Summer	BP ENERGOL MOTOR OIL S A E 20 W BP ENERGOL MOTOR OIL S A E 30	ESSO EXTRA MOTOR OIL N° 3 ESSO EXTRA MOTOR OIL N° 3	HUILE RENAULT 20 HUILE RENAULT 30	MOBIL OIL ARCTIC MOBIL OIL A	SHELL X 100 20/20 W SHELL X 100 30	TOTAL EXTRA C TOTAL EXTRA C
3	KING PINS (Steering knuckles supports)	2	CHASSIS GREASE	BP ENERGOL CHASSIS A1	ESSO MULTIPURPOSE GREASE H	RENAULT CARTERS F or GSP	MobilGrease N° 2	SHELL RETINAX A	TOTAL CARDAN
4	STEERING LINKS	4		BP ENERGOL LC 2 or BP ENERGOL GREASE N 2	ESSO MULTIPURPOSE GREASE H	RENAULT ROULEMENT LC	MobilGrease N° 5 or MobilGrease MP	SHELL RETINAX A	TOTAL ROULEMENT
11	FAN BELT TENSIONER	1	BEARING GREASE						
	EVERY 3,000 Miles								
8	DISTRIBUTOR Remove cover. Take off the rotary breaker, using 2 opposite screw drivers as a lever and put a few drops of oil on the felts (underneath breaker and cam lip).	1	ENGINE OIL	BP ENERGOL MOTOR OIL S A E 20 W	ESSO EXTRA MOTOR OIL N° 3	HUILE RENAULT 20	MOBIL OIL ARCTIC	SHELL X 100 20/20 W	TOTAL EXTRA C
9	GENERATOR Lift up the cover in order to insert the oil can spout.	1							
5	GEAR-BOX - DIFFERENTIAL - Level Unscrew level plug (b). If the level does not reach the hole, top up by pouring oil through filler plug (5) until it appears at hole (b). Let all surplus oil run out before refitting (b).	1	GEAR-BOX AND REAR AXLE OIL	BP ENERGOL CARTER S A E 80 EP	ESSO XP COMPOUND S A E 80 EP	HUILE RENAULT CARTERS EP 80	MOBILUBE GX 80	SHELL SPIRAX 80 EP	TOTAL EXTREME PRESSION S A E 80
	EVERY 6,000 Miles								
5	GEAR-BOX - DIFFERENTIAL Draining Unscrew the 2 plugs (a) and (c). Let used oil run out and refill, carrying out the operation with caution, as for topping up.	2							
2	STEERING (Remove the inner steel sheet.)	1	STEERING GREASE	BP ENERGOL CHASSIS A1	ESSO MULTIPURPOSE GREASE H	RENAULT CARTERS F	MobilGrease N° 2	SHELL RETINAX A	TOTAL CARDAN
1	FRONT WHEELS Remove wheel hub cover, remove wheel and plug (no thread). Fill plug 3/4 full.	2							
6	REAR WHEELS (Moderate lubrication)	2		BP ENERGOL LC 2 or BP ENERGOL GREASE N 2	ESSO MULTIPURPOSE GREASE H	RENAULT ROULEMENT LC	MobilGrease N° 5 or MobilGrease MP	SHELL RETINAX A	TOTAL ROULEMENT
	EVERY 30,000 Miles		BEARING GREASE						
10	WATER PUMP and FAN Unscrew plug, substitute temporarily a standard lubricator in order to carry out lubrication and refit plug. (Moderate lubrication).	1							
From time to time lubricate the windscreen wiper bearings, bonnet and spare wheel compartment cover hinges, locks, gear lever ball joint, etc.				BP ENERGOL domestic use oil	ESSO HANDY OIL	HUILE DE VASELINE RENAULT	Mobilburette Mobil Handy Oil	SHELL DONAX A1	TOTAL PETITS MÉCANISMES

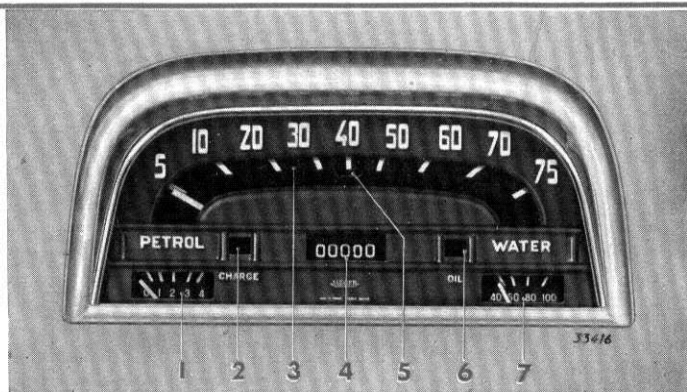
"DAUPHINE" RH DRIVE

DASHBOARD



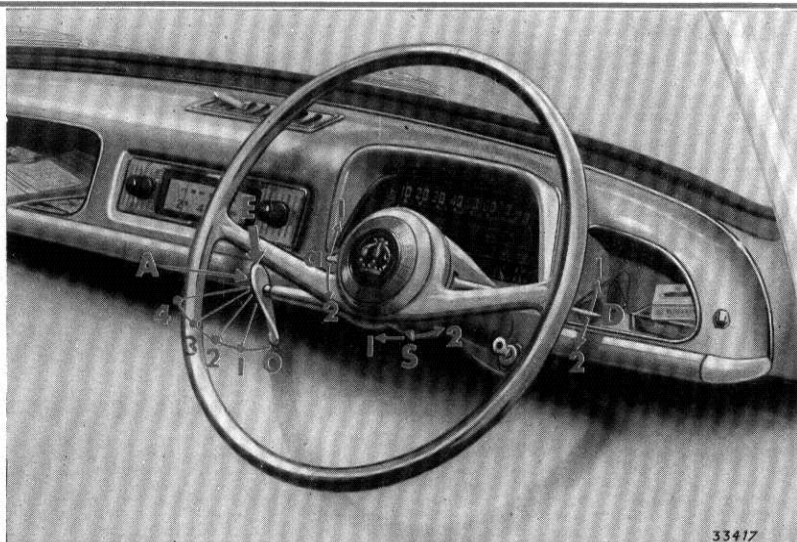
- | | |
|-------------------------------------|--|
| 1. Cubby-hole. | 8. Parking light switch. |
| 2. Demister vent. | 9. Antitheft device-ignition-starting. |
| 3. Location for radio set. | 10. Instrument panel. |
| 4. Heater fan control. | 11. Trafficator switch. |
| 5. Ashtray. | 12. Glove compartment. |
| 6. Horn and lighting switch. | 13. Windscreen wiper control. |
| 7. Change-over, town and road horn. | |

INSTRUMENT PANEL



- | | |
|---------------------------------|---------------------------------|
| 1. Fuel level indicator. | 5. Pilot lamp-trafficators. |
| 2. Pilot lamp-charge indicator. | 6. Pilot lamp-oil pressure. |
| 3. Speedometer. | 7. Water temperature indicator. |
| 4. Mileage recorder. | |

LIGHT AND SOUND SIGNALS



A. Horn switch

- a. Change-over switch { 1. road.
2. town.

E. Lighting

- 0. Lights off.
- 1. Town lights.
- 2. { Dimmer lights.
- 3. {
- 4. Headlights.

D. Trafficators

- 1. L.H. Trafficator.
- 2. R.H. Trafficator.

S. Parking lights

- 1. L.H. Light.
- 2. R.H. Light.

