

0.4 Introduction

The Peugeot 405 model range was introduced into the UK in January 1988 in Saloon form only.

Available with 1.6, 1.8, 1.9 and 2.0 engines, all models have front-wheel-drive with all round independent suspension.

Automatic transmission models were introduced in April 1988.

In July 1988 came the sporty Mi 16 version with its 1.9 litre double overhead cam, 16-valve engine, uprated gearbox, suspension and an ABS braking system to match its power.

Estate car versions were introduced in October 1988.

From 1991, engines equipped with catalytic converters were progressively introduced, to meet the more stringent exhaust gas emission regulations.

Since its introduction, the 405 range has continually been developed. All models have a high trim level, which is very comprehensive in the upper model range.

For the home mechanic, the Peugeot 405 is a straightforward vehicle to maintain and repair since design features have been incorporated to reduce the actual cost of ownership to a minimum, and most of the items requiring frequent attention are easily accessible.



Peugeot 405 SRi Saloon



Peugeot 405 GL Estate

The Peugeot 405 Team

Haynes manuals are produced by dedicated and enthusiastic people working in close co-operation. The team responsible for the creation of this book included:

Authors	Steve Rendle Andy Legg
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Workshop manager	Paul Buckland
Photo Scans	John Martin Paul Tanswell
Cover illustration & Line Art	Roger Hoaling
Wiring diagrams	Matthew Marke

We hope the book will help you to get the maximum enjoyment from your car. By carrying out routine maintenance as described you will ensure your car's reliability and preserve its resale value.

Your Peugeot 405 Manual

The aim of this manual is to help you get the best value from your vehicle. It can do so in several ways. It can help you decide what work must be done (even should you choose to get it done by a garage), provide information on routine maintenance and servicing, and give a logical course of action and diagnosis when random faults occur. However, it is hoped that you will use the manual by tackling the work yourself. On simpler jobs, it may even be quicker than booking the car into a garage and going there twice, to leave and collect it. Perhaps most important, a lot of money can be saved by avoiding the costs a garage must charge to cover its labour and overheads.

The manual has drawings and descriptions to show the function of the various components, so that their layout can be understood. Then the tasks are described and photographed in a clear step-by-step sequence.

Acknowledgements

Thanks are due to Champion Spark Plug who supplied the illustrations showing spark plug conditions. Certain other illustrations are the copyright of the Peugeot Talbot Motor Company Limited, and are used with their permission. Special thanks to Giddons of Taunton who provided several of the project vehicles used in the origination of this manual. Thanks are also due to Sykes-Pickavant Limited, who provided some of the workshop tools, and to all those people at Sparkford who helped in the production of this manual.

We take great pride in the accuracy of information given in this manual, but vehicle manufacturers make alterations and design changes during the production run of a particular vehicle of which they do not inform us. No liability can be accepted by the authors or publishers for loss, damage or injury caused by any errors in, or omissions from, the information given.

Project vehicles

The vehicles used in the preparation of this manual, and which appear in many of the photographic sequences, were a Peugeot 405 GL Saloon, a Peugeot 405 GTX Estate, a Peugeot 405 GR Saloon, and a Peugeot GTX Saloon.

Peugeot 405 1988 Repair Service Manual

S Ashworth



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