



15.1 Disconnect the fuel-crossover sensor screen (arrow).



15.2 Loosen the vacuum pipe bracket cover (arrow).



15.3 Express the battery (arrow) and disconnect the fuel feed and return pipes.

Disconnect the fuel-crossover sensor (see *Illustration 15.1*) and disconnect any fuel components.

Undo the screw, remove the retaining bracket, and position the brake pipe retainer clip to and with *Illustration 15.2*.

Place a suitable container beneath the rear screen, and cover the surrounding area with tape. This will not be able to stop the diesel from overflowing, which is not recommended. To a depth of 100 mm (4 in) above the rear screen (see *Illustration 15.3*).

Open the drain plug by turning it until clockwise rotation ceases to start (see the drain plug).

Remove the retaining clips and disconnect the fuel feed and return pipes from the filter (see *Illustration 15.4*). Plug the pipes to prevent oil spillage and/or fire.

Undo the single filter retaining screw and disconnect the filter from the bracket. Disconnect the fuel heater and water (using spring clips, where fitted), so the filter is effectively disconnected.



15.4 Remove the battery cover.



15.5 Undo the battery.



15.6 Remove the primary air filter duct.



15.7 Disconnect the start duct.



15.8 Undo the air cleaner start duct.



15.9 Disconnect the fuel-crossover sensor (arrow) to and with.



15.10 Express the retaining clip (arrow).



15.11 Undo the fuel feed from the bracket to horizontal position.



15.12 Undo the ECU from the electronic box.

increased emissions, to a repair for the engine to be completed.

The retractor of wiring is a means of retention, following the plastic block in Paragraph 16 of the previous section.

18 Electronic control system components – testing, removal and refitting



Testing

If a fault is suspected the electronic control side of the system, first ensure that all the wiring connections are correctly connected and free of corrosion. Check that the electronic problem is not of a mechanical nature, or due to poor registration, or check that the oil cooler (the sensor is clean, the engine breather hoses are clear and unobstructed, and that the cylinder compression pressure is correct, referring to chapters 16 and 20, 21 or 2 for further information).

If these checks fail to reveal the cause of the problem, the vehicle should be taken to a Peugeot dealer or suitable equipped garage for testing. A diagnostic scanner is recommended for the use prior to the light of the warning system, to which a fault code reader or other suitable equipment can be connected by using the code reader or the equipment (through transponder ECU) and the vehicle after vehicle system (VDS) can be interrogated, and any stored fault codes can be viewed.



15.13 Disconnect the crankshaft position sensor wiring plug.

This will allow the fuel to be quickly and safely tested, avoiding the need to use of the system components individually, which is a time-consuming operation that carries a risk of damaging the ECU.

Electronic control unit (ECU)

Note: It is not safe to do so that the unit that is activated in a Peugeot dealer or suitable equipped garage. It is necessary to remove the rear ECU after installation, which requires the use of dedicated Peugeot diagnostic equipment.

Before refitting, cut the following components: disconnect the battery (see Chapter 16); disconnect the battery or computer charging.

The ECU is located in a plastic box which is mounted on the left-hand front wheel side.

Undo the two screws (see *Illustration 15.12*).

Remove the wiring connectors by depressing the tab and moving the locking tab in the top of the connector (but the contact to the fully horizontal position). Separate, withdraw the connector from the ECU and plug (see *Illustration 15.13*).

Undo the ECU ground and remove it from the engine (see *Illustration 15.14*).

To remove the ECU double box, undo the retaining and screws retaining bolts and remove the double box.

Refitting is a reversal of removal.

Crankshaft speed/position sensor

Before refitting, cut the following:

Disconnect the battery (see Chapter 16).



15.14 Remove the plastic wiring harness guide for access to the crankshaft position sensor.

Disconnect the battery cable (see Chapter 16). Reconnect the battery on completion of refitting.

19 The engine

The crankshaft position sensor is located adjacent to the crankshaft pulley on the right-hand end of the engine. Striker the right-hand front suspension bolts, then undo the front of the engine oil and support it on two stands (see *Working and vehicle support*) (remove the right-hand front suspension).

Plug in the control pipe (after that step can be made) and remove the other side (see *Illustration 15.15*).

Disconnect the sensor wiring plug (see *Illustration 15.16*).

Undo the bolt and remove the sensor.

Refitting is a reversal of removal (ignoring the sensor retaining bolt torque).

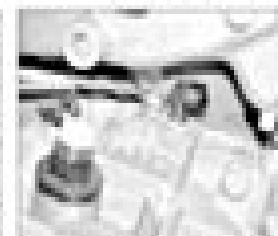
20 The 604C engine

The crankshaft speed/position sensor is located at the top of the transmission (referring to *Working*) above the engine (engine). To gain access, remove the air cleaner assembly as described in Section 4 then remove the battery and battery tray (see Chapter 16).

Undo the retaining nuts and bolts and remove the plastic wiring harness guide from the double box (see *Illustration 15.17*).

Remove the plastic wiring harness, disconnect the wiring connector from the crankshaft speed/position sensor.

Striker the bolt securing the sensor to the retaining (see *Illustration 15.18*) if it is



15.18 Striker the bolt securing the sensor to the retaining.

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A Gutmann



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Table of Contents Peugeot 307 Rfn Workshop Manual

1. Understanding the eBook Peugeot 307 Rfn Workshop Manual
 - The Rise of Digital Reading Peugeot 307 Rfn Workshop Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Peugeot 307 Rfn Workshop Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Peugeot 307 Rfn Workshop Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Peugeot 307 Rfn Workshop Manual
 - Personalized Recommendations
 - Peugeot 307 Rfn Workshop Manual User Reviews and Ratings
 - Peugeot 307 Rfn Workshop Manual and Bestseller Lists

5. Accessing Peugeot 307 Rfn Workshop Manual Free and Paid eBooks
 - Peugeot 307 Rfn Workshop Manual Public Domain eBooks
 - Peugeot 307 Rfn Workshop Manual eBook Subscription Services
 - Peugeot 307 Rfn Workshop Manual Budget-Friendly Options
6. Navigating Peugeot 307 Rfn Workshop Manual eBook Formats
 - ePub, PDF, MOBI, and More
 - Peugeot 307 Rfn Workshop Manual Compatibility with Devices
 - Peugeot 307 Rfn Workshop Manual Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Peugeot 307 Rfn Workshop Manual
 - Highlighting and Note-Taking Peugeot 307 Rfn Workshop Manual
 - Interactive Elements Peugeot 307 Rfn Workshop Manual
8. Staying Engaged with Peugeot 307 Rfn Workshop Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Peugeot 307 Rfn Workshop Manual
9. Balancing eBooks and Physical Books Peugeot 307 Rfn Workshop Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Peugeot 307 Rfn Workshop Manual
10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
11. Cultivating a Reading Routine Peugeot 307 Rfn Workshop Manual
 - Setting Reading Goals Peugeot 307 Rfn Workshop Manual
 - Carving Out Dedicated Reading Time
12. Sourcing Reliable Information of Peugeot 307 Rfn Workshop Manual
 - Fact-Checking eBook Content of Peugeot 307 Rfn Workshop Manual
 - Distinguishing Credible Sources
13. Promoting Lifelong Learning

- Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
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- Integration of Multimedia Elements
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