

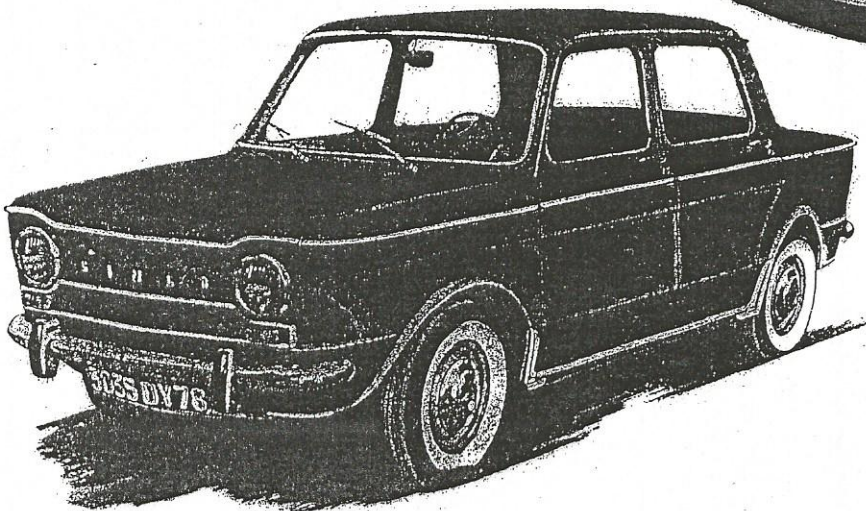
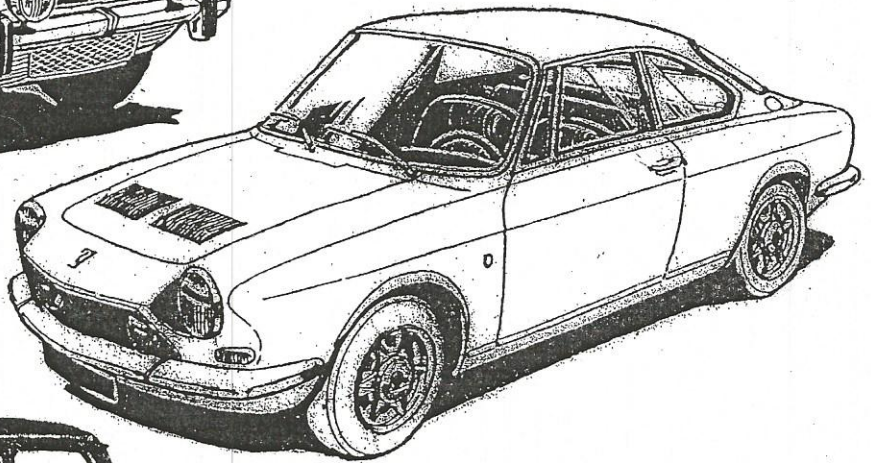
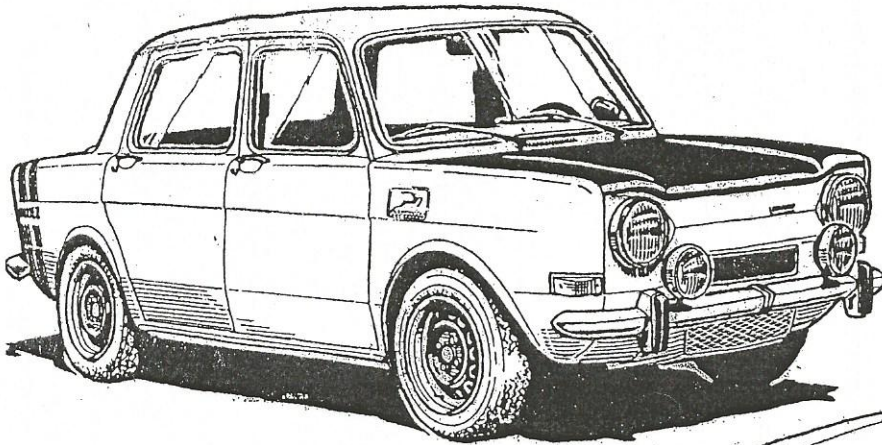


Atelier - Accessoires - Automobiles - Anciennes - Pièces et accessoires de voitures anciennes.

Liste de pieces

SIMCA 1000 - R1 - R2 - R3 - 1200 S

01/04/16



2, z.a Grand Cazeau • Route nationale 89 • Sortie 7 • 33750 Beychac et Caillau
www.auto4a.com • info@auto4a.com • Tél. 05 56 72 47 11 - Fax 05 56 72 46 61
N° TVA FR 41 324 832 963 - N° SIRET 324 832 963 00031 - NAF 4532 Z - RCS Bordeaux B 324 832 963 (95B01361) - Crédit Agricole Vayres - Banque Courtois Langon



Ouvert du lundi au vendredi de 8h30 à 12h30 et de 14h à 18h - Le samedi de 8h30 à 12h

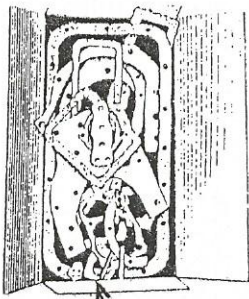
900 - 1000

Tous types

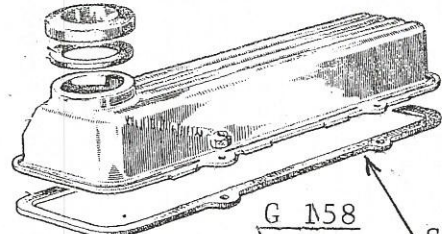
Mot. 315

5 CV - 944 cm³
68 x 65

1962 - 1968



S 293



G 158

S 420

G 018

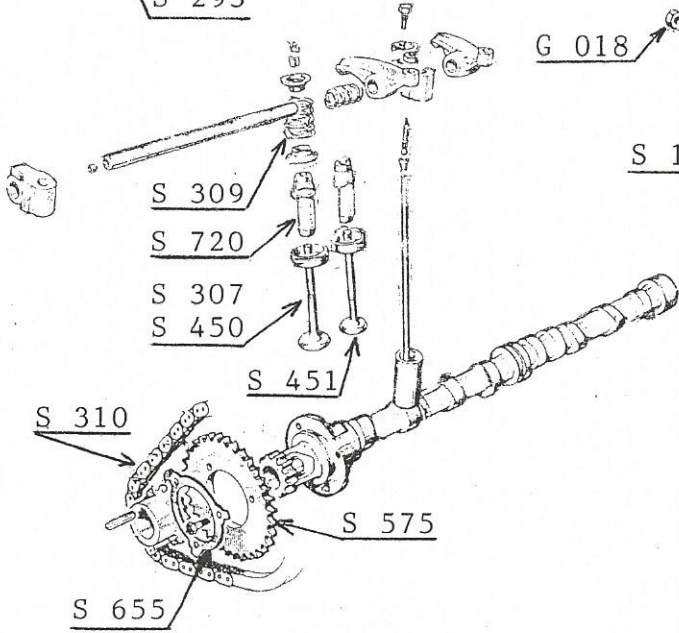
S 188

S 298

SEGMENT
préciser
dimensions

S 437

S 317



S 309

S 720

S 307

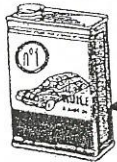
S 450

S 451

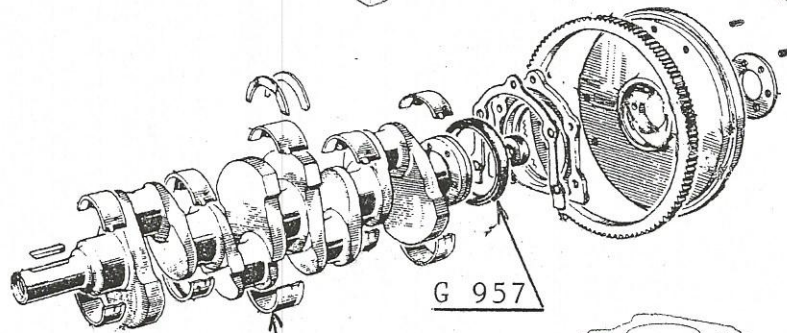
S 310

S 575

S 655



G 1104

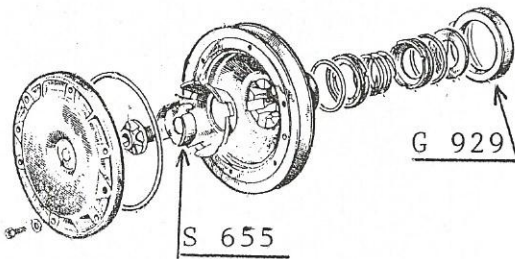


G 957

S 439

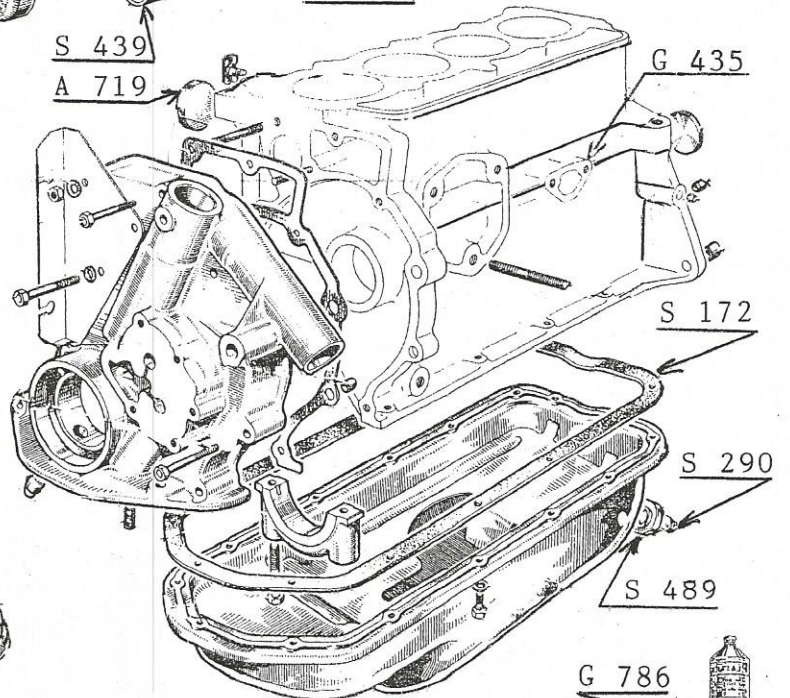
A 719

G 435



G 929

S 655



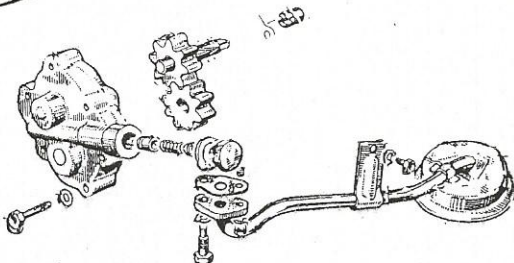
S 172

S 290

S 489

G 711

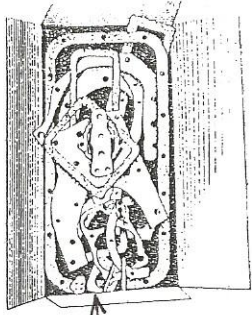
G 772



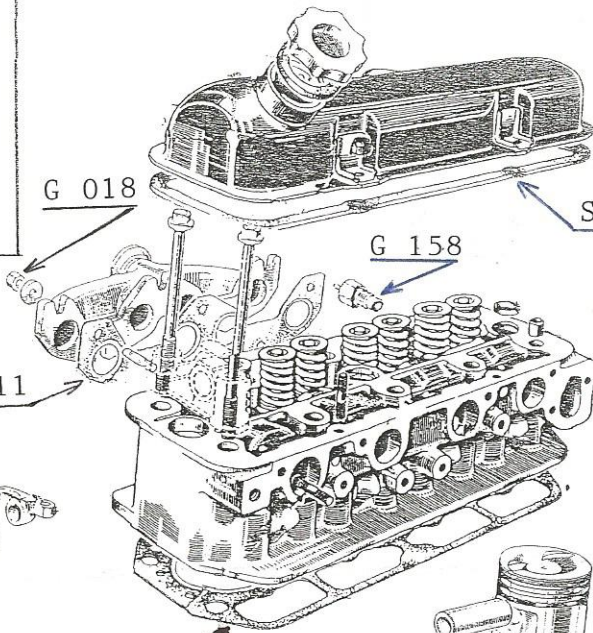
G 786



1000 - 1005
 GL - GLS - GLE
 - S1 EB 1
 Mot. 349 S
 5 CV - 944 cm³
 68 x 65
 1968 →



S 294



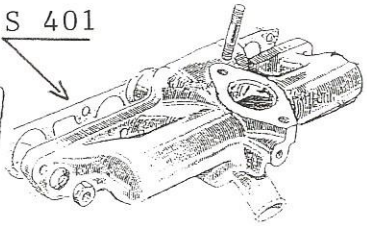
G 018

S 421

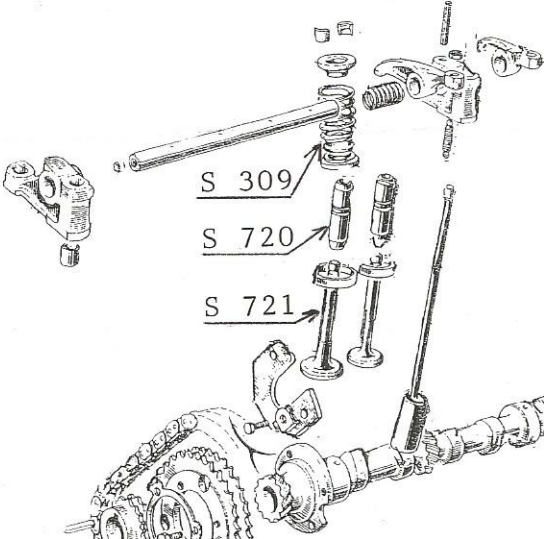
G 158

S 211

S 401



SEGMENTS
 préciser
 dimensions



S 309

S 720

S 721

S 299

S 437

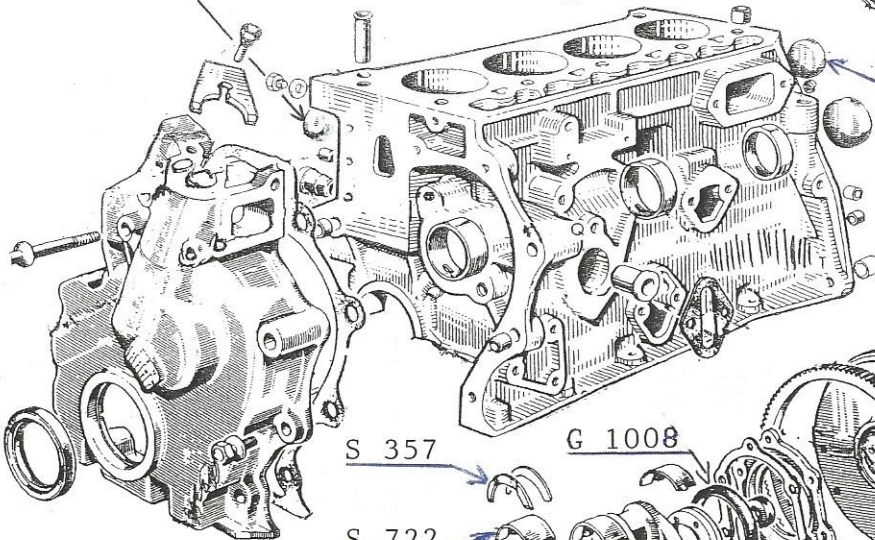
S 723

A 719

A 719

S 728

S 643



G 711
 G 772

G 948
 G 954

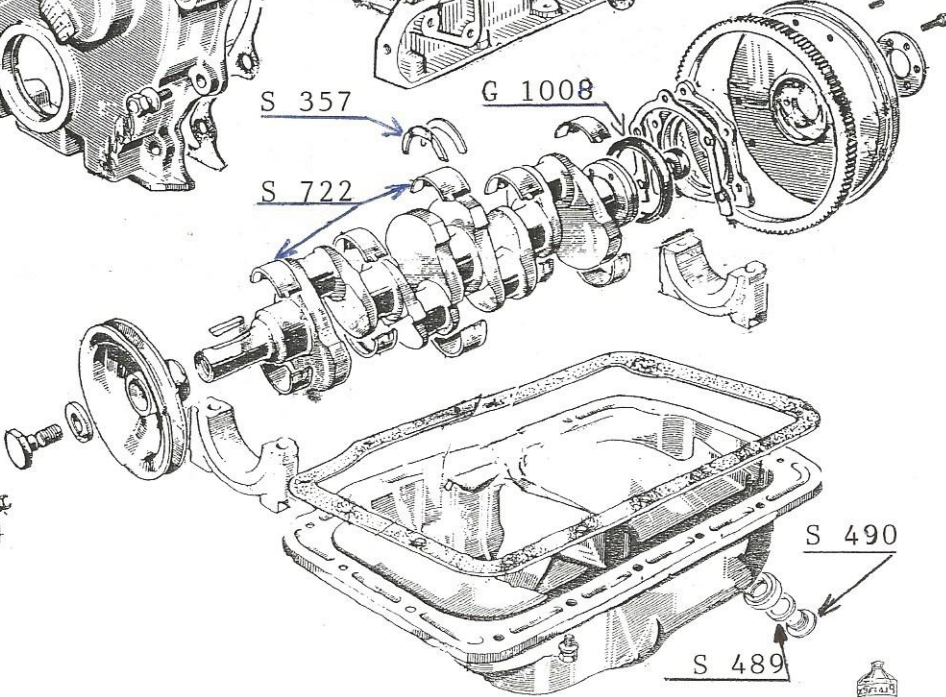
S 357

G 1008

S 722



G 1104



S 422

S 490

S 489

G 786



SIM 4

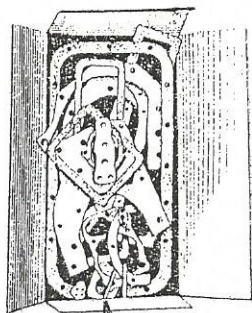
SI EA

Mot. 359

4 CV - 777 cm³

68 x 53,5

1969 - 1972



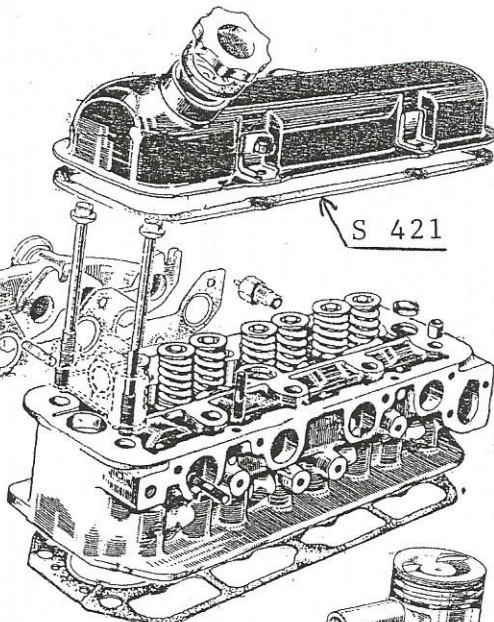
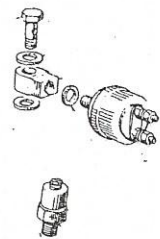
S 294

G 018

S 211

S 421

S 401



S 299

SEGMENTS
préciser
dimensions

S 736

S 437

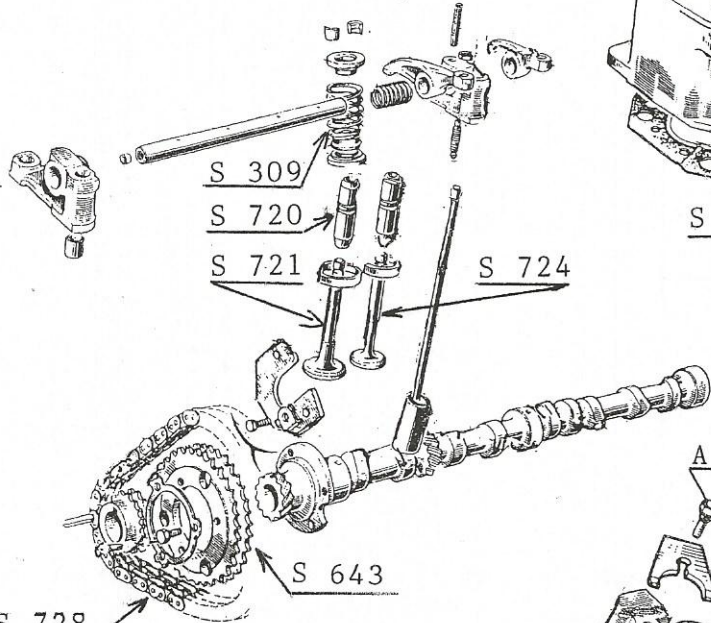
S 723

S 309

S 720

S 721

S 724



A 719

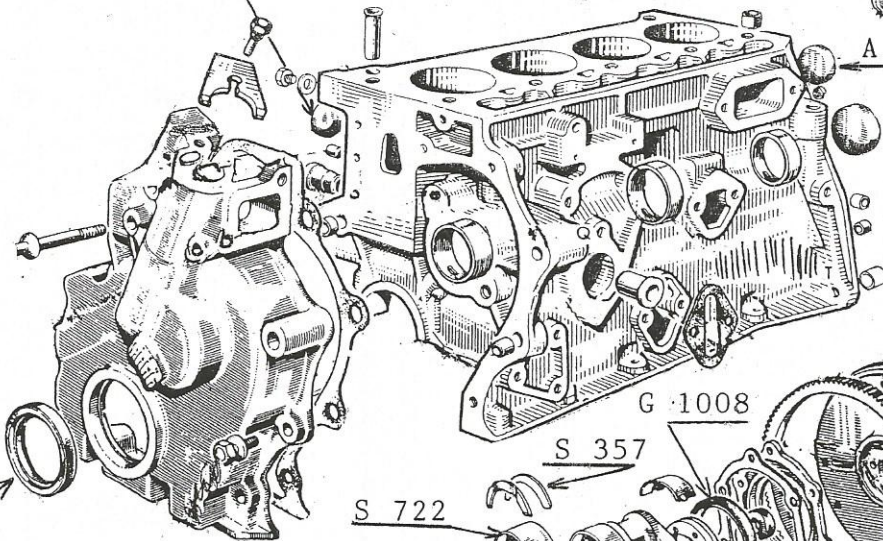
A 719

S 643

S 728

G 711

G 772



G 948

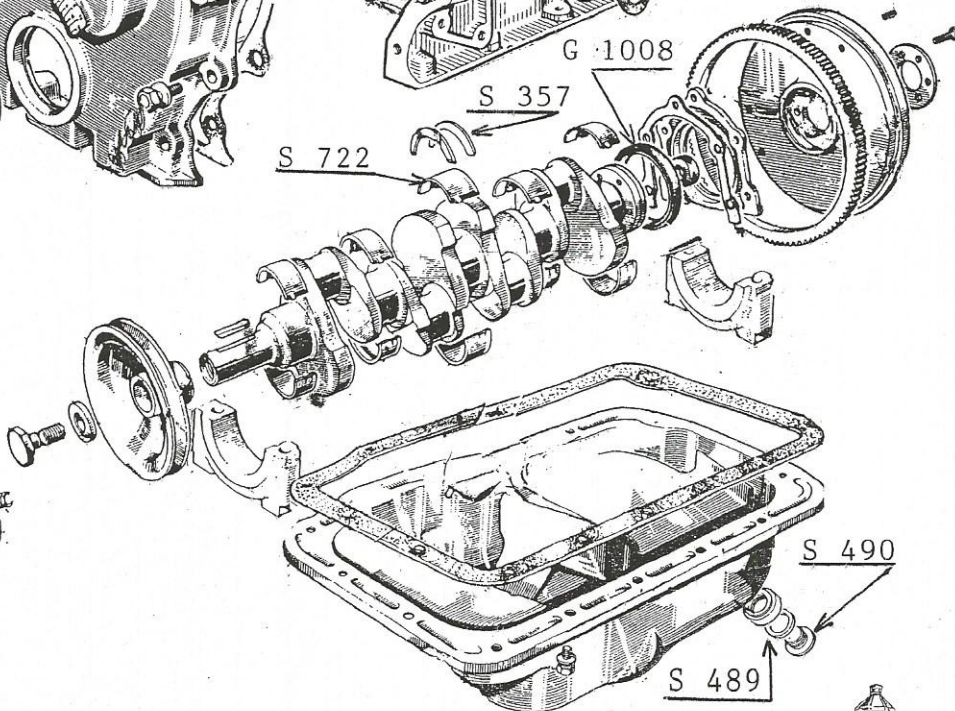
G 954

G 1008

S 357

S 722

G 1104

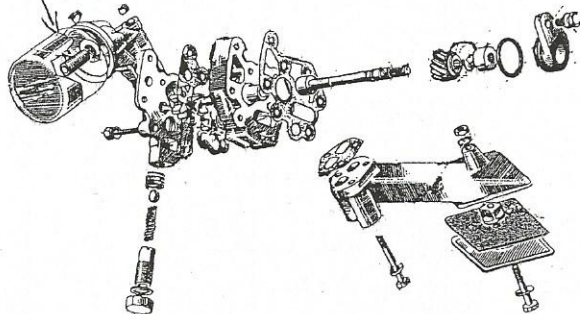


S 490

S 489

G 786

S 422



1000
Rallye

SI EC 1
Mot. 351

6 CV - 1118 cm³
74 x 65

1970 →

1000 - 1006
LS - GLS
Spécial

SI EC 1
Mot. 351

6 CV - 1118 cm³
74 x 65

1969 →



G 1104

G 018

S 421

G 158

S 401

S 211

SEGMENTS
préciser
dimensions

S 309

S 720

S 721

S 274

S 300

S 440

S 723

A 719

S 728

S 643

G 711
G 772

S 417

G 948
G 954

G 1008

S 722

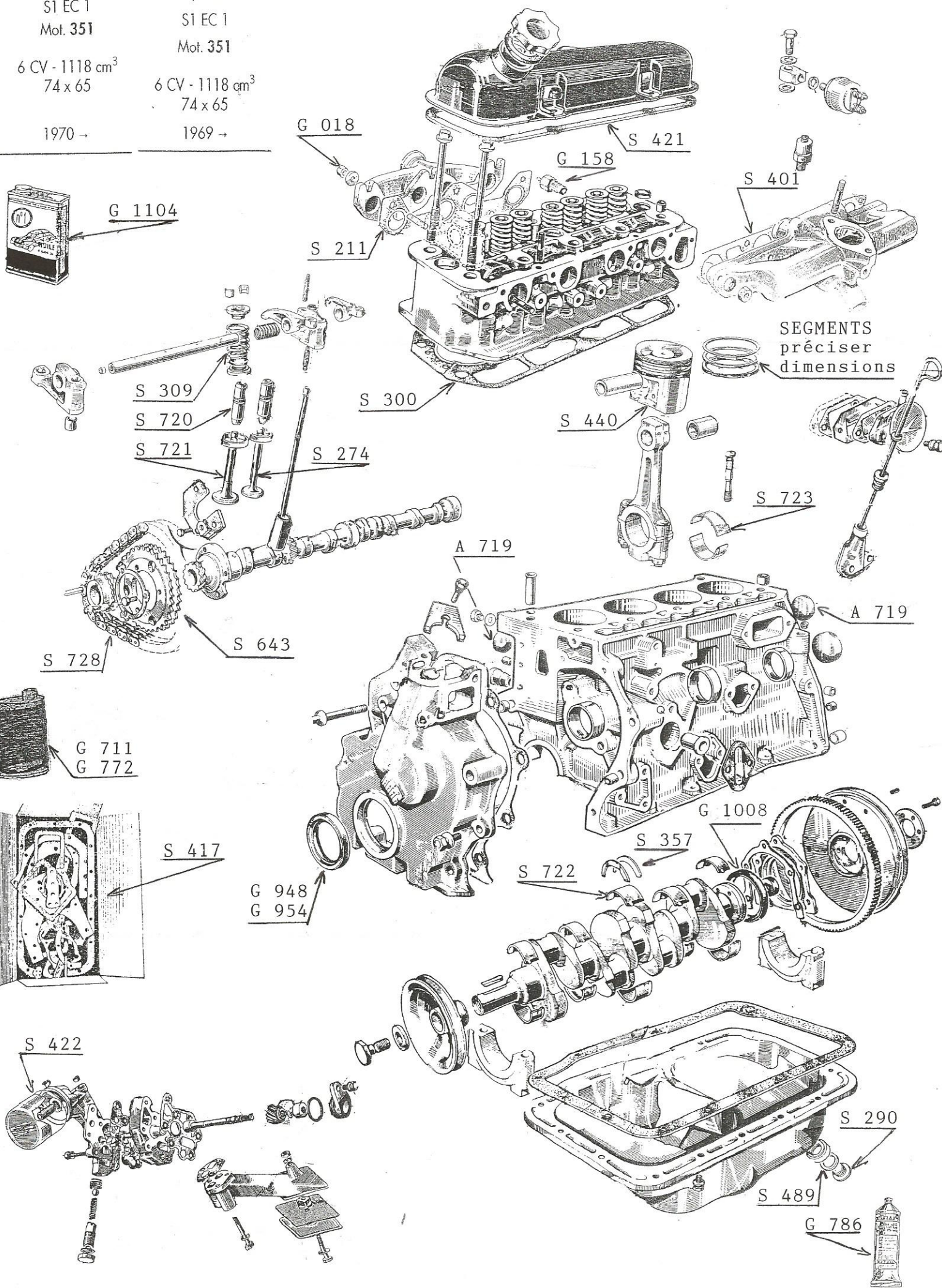
S 357

S 422

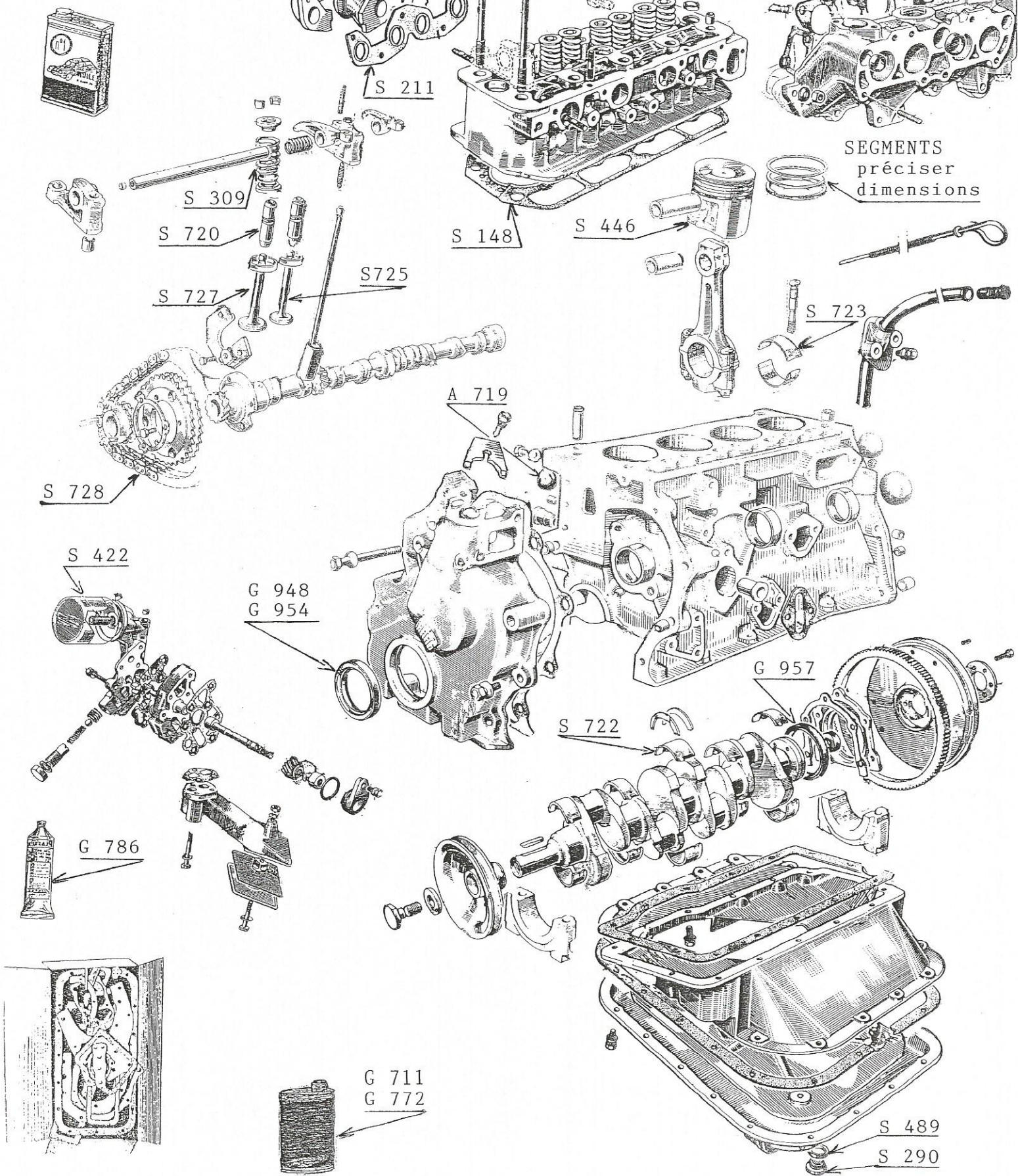
S 290

S 489

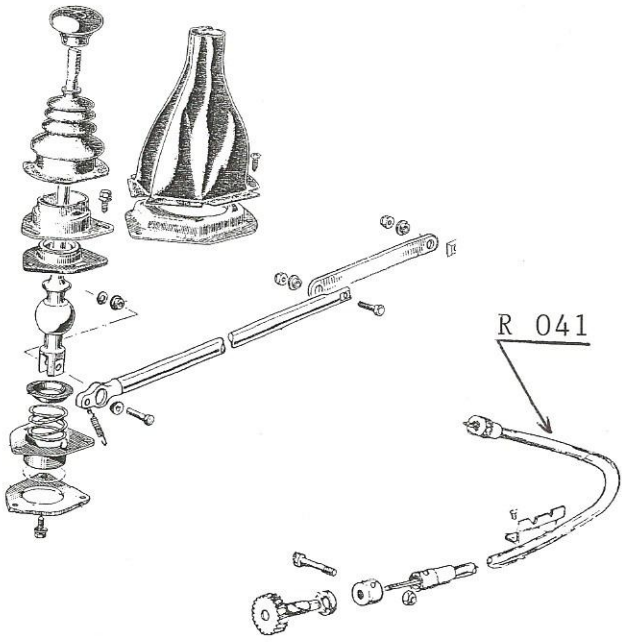
G 786



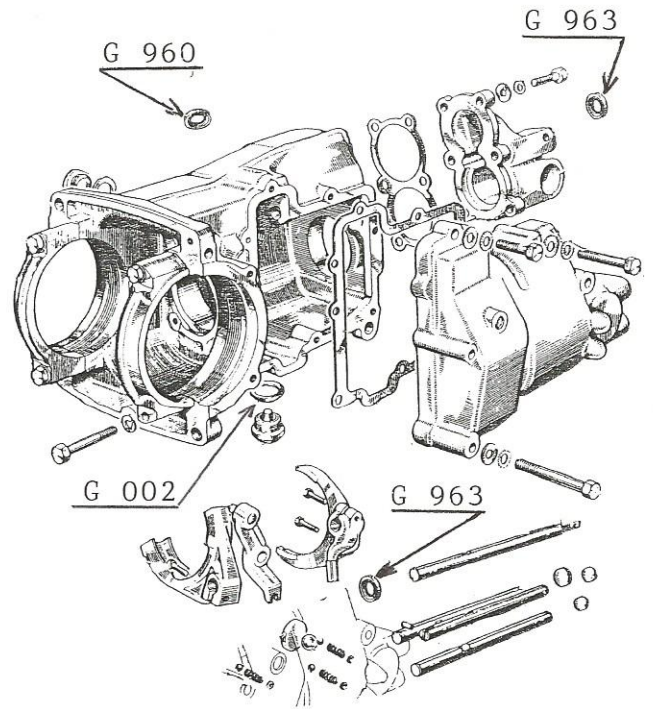
1000 Rallye I	1000 Rallye II Rallye III
SI HE 1	SI JC 1
Mot. 371	Mot. 1G4
1G1	
7 CV - 1294 cm ³ 76,7 x 70	7 CV - 1294 cm ³ 76,7 x 70
1972 →	Rallye II : 1973 → Rallye III : 1978 →



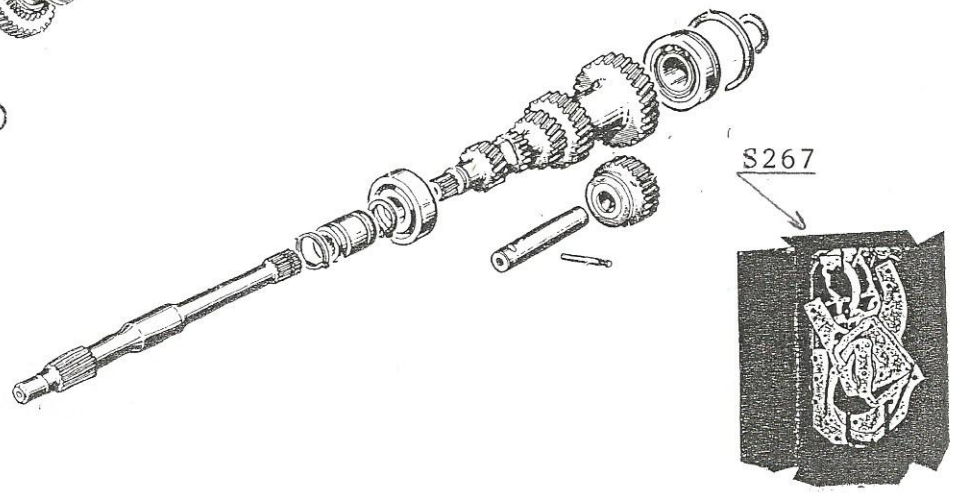
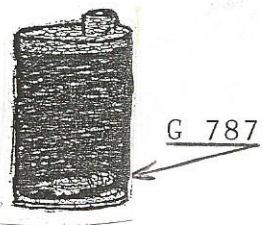
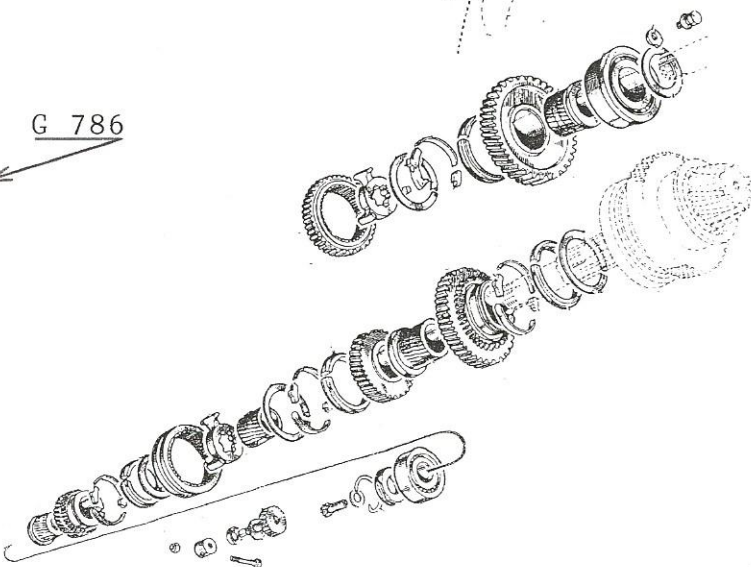
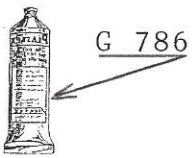
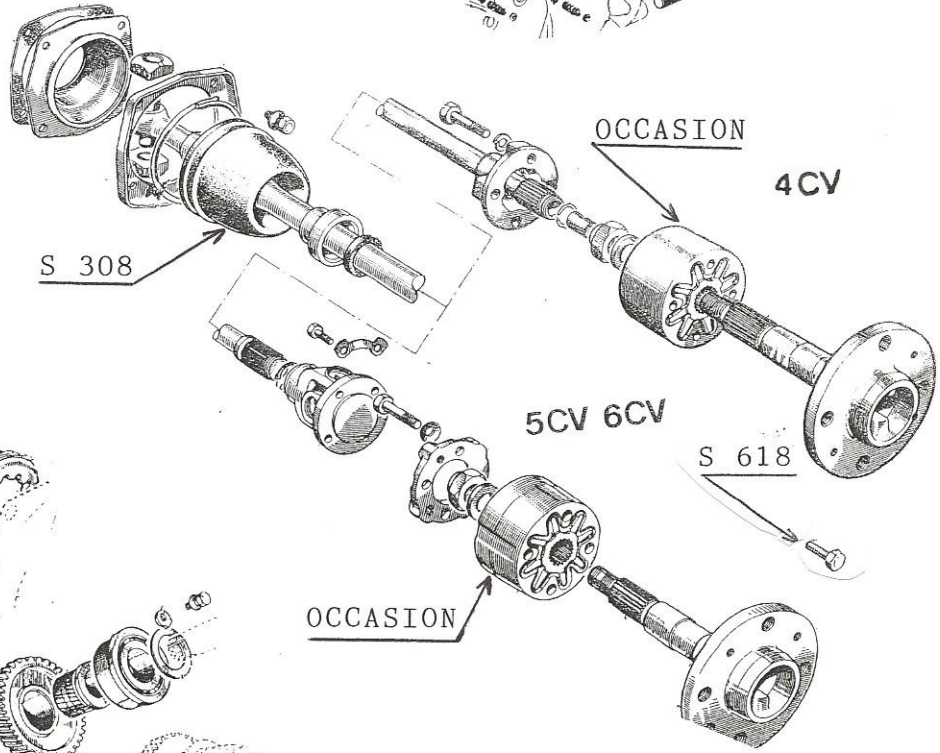
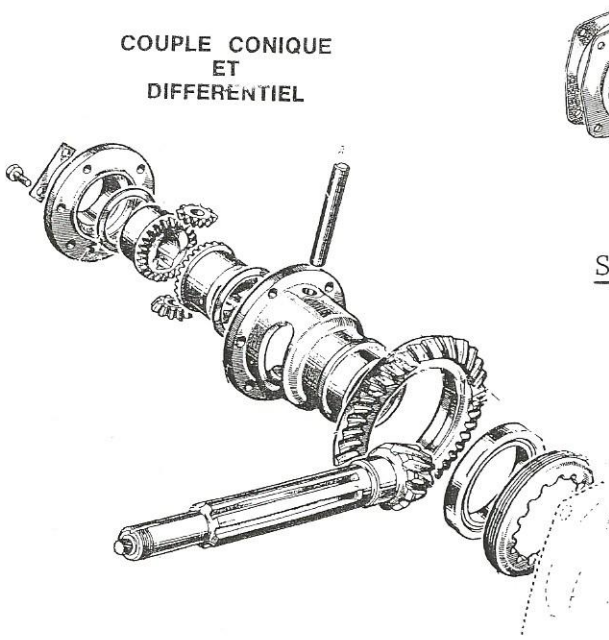
LEVIER DE COMMANDE DES VITESSES



CARTERS BOITE-PONT

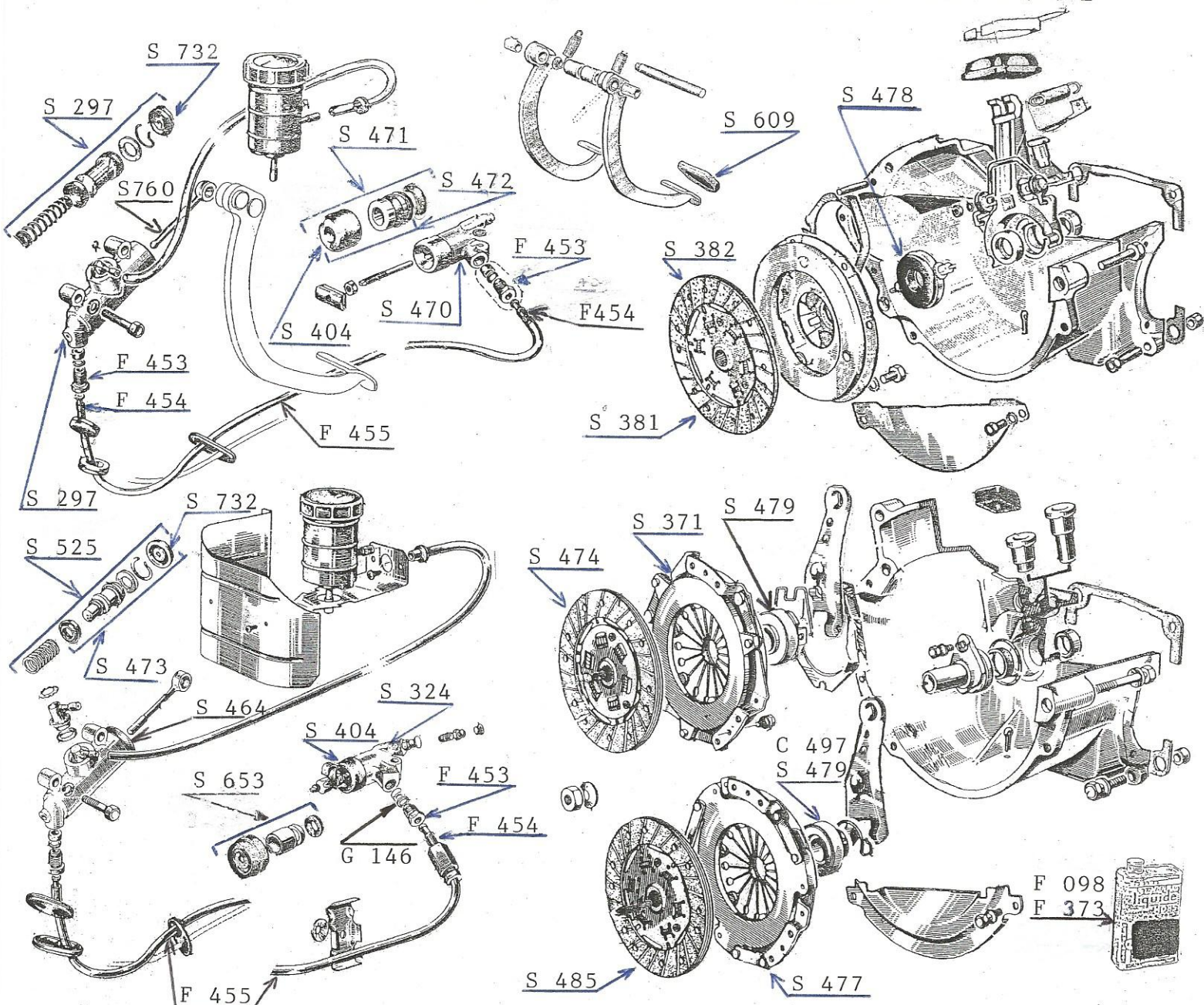


COUPLE CONIQUE ET DIFFERENTIEL



COMMANDE HYDRAULIQUE DE DÉBRAYAGE

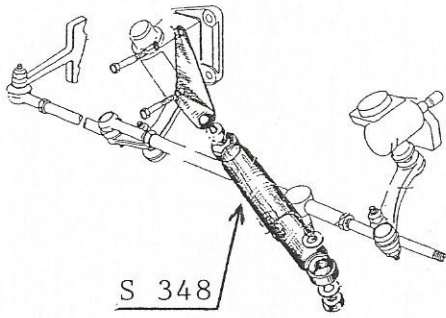
CARTER D'EMBRAYAGE



						Néc. Complet	Néc. Simplifié			Néc. Complet	Néc. Simplifié	
 900-900 1000 Tous modèles 1000 COUPE.BERTONE	64 -- 66 63 -- 67 63 -- F de S	S382	S381	S478	S297	S296		S732	S470	S471	S472	S404
SIM'4 1000/LS	69 -- 72 68 -- 12/72	S371	S474	S479	S464	S525	S473	S732	S324	S653	S718	S404
1000/LS 1000 GLE 1005 LS	12/72 -- 76 3/74 -- 75 76 -- 78	S371	S474	S479	S464	S525	S473	S732	S470	S471	S472	S404
1000 GLS 1000 SPECIAL (1.118 cm³) 1000 SPECIAL (1.294 cm³) 1000 RALLYE 1200 S COUPE	71 -- 73 69 -- 1/72 2/72 -- 12/72 70 -- 72 6/67 -- 72	S485	S477	S479	S464	S525	S473	S732	S470	S471	S472	S404
1000 GLS 1000 SPECIAL 1000 SRC/1000 SR7 RALLYE I 1005 GLS	73 -- 76 73 -- 75 75 -- 76 72 -- 78 76 -- 78	S485	S477	S479	S464	S525	S473	S732	S470	S471	S472	S404
RALLYE II	73 -- 78	S485	S477	S479	S464	S525	S473	S732	S470	S471	S472	S404
RALLYE III	78	S485	S477	S479	S464	S525	S473	S732	S470	S471	S472	S404

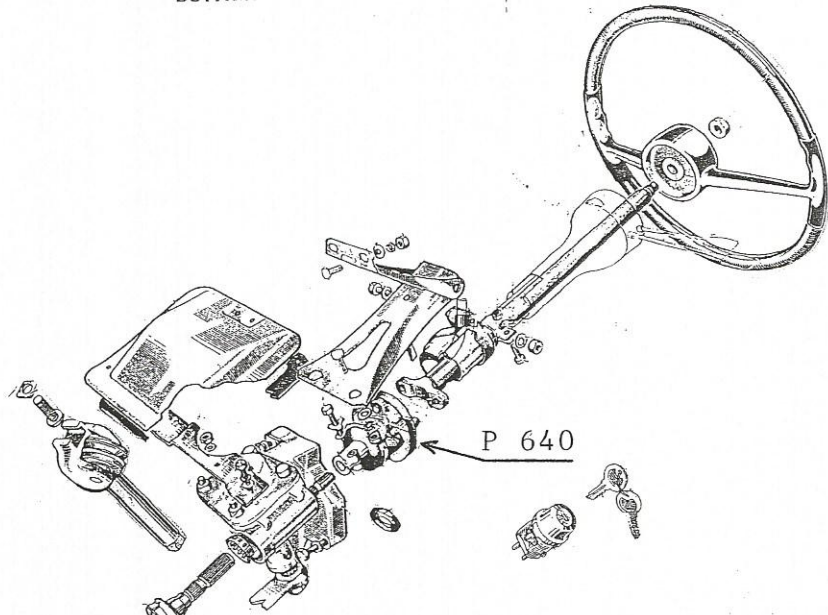
AMORTISSEUR DE DIRECTION

BOITIER ET TUBE DE DIRECTION (Deuxième montage)

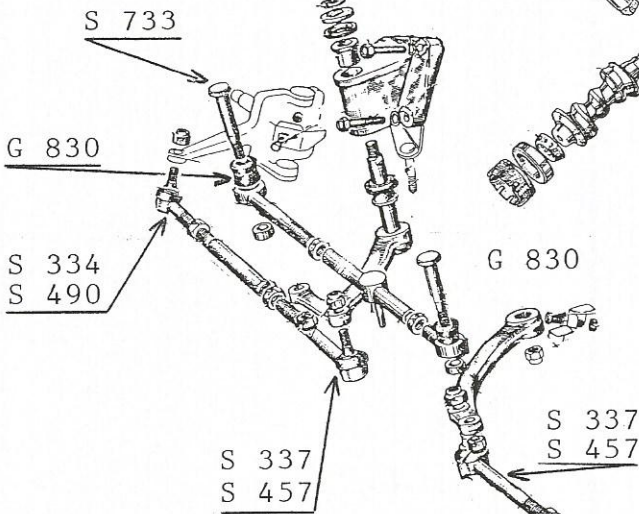


S 348

BARRES DE DIRECTION



P 640



S 733

G 830

S 334
S 490

G 830

S 337
S 457

S 337
S 457

S 483

S 334
S 490

SUSPENSION Avant

G 823

G 834

S 322

S 320

G 833

S 483

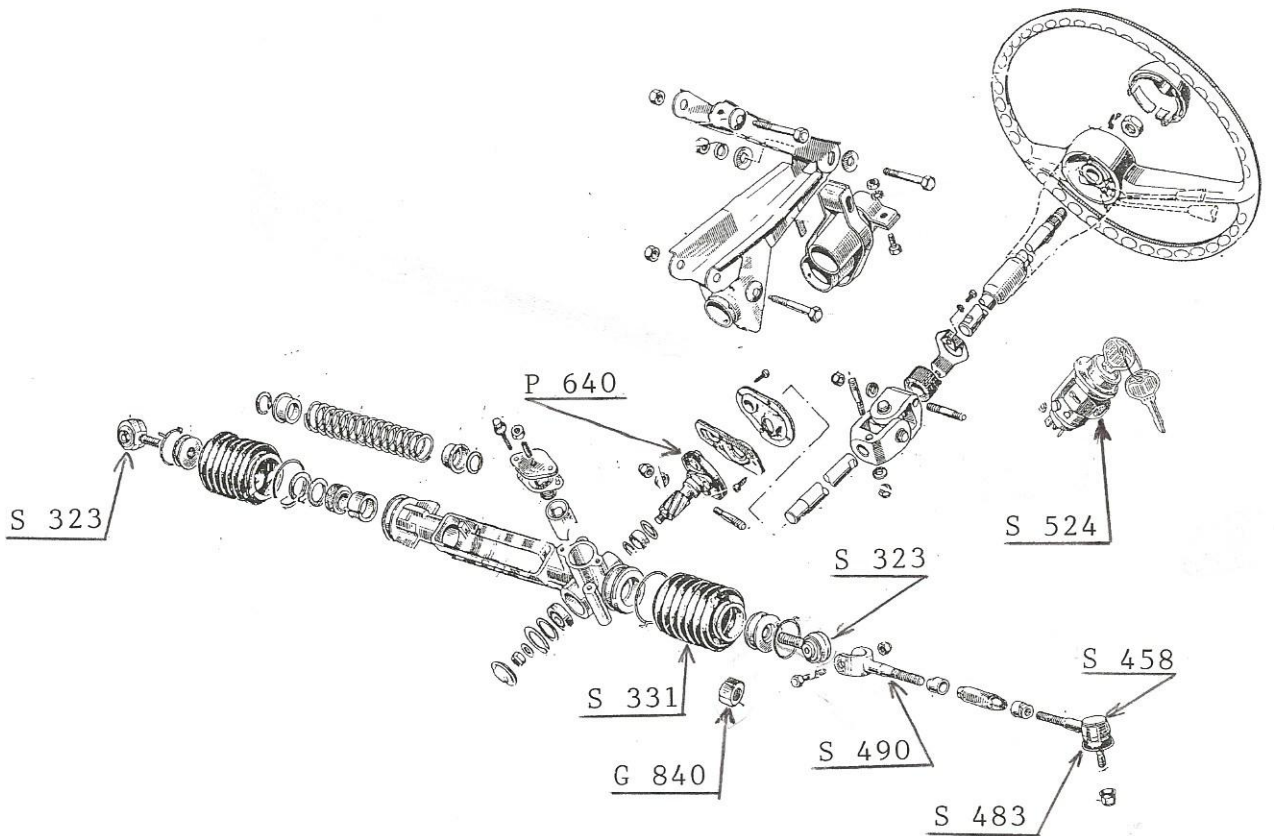
S 469

OCCASION

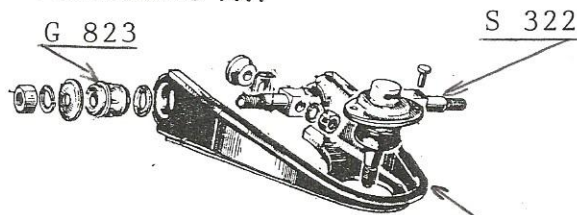
S 320

1000 - Tous/All Models : > Ch.180643	> 08.62
1000 - Tous/All Models : Ch.180644 >	09.62 > 07.73

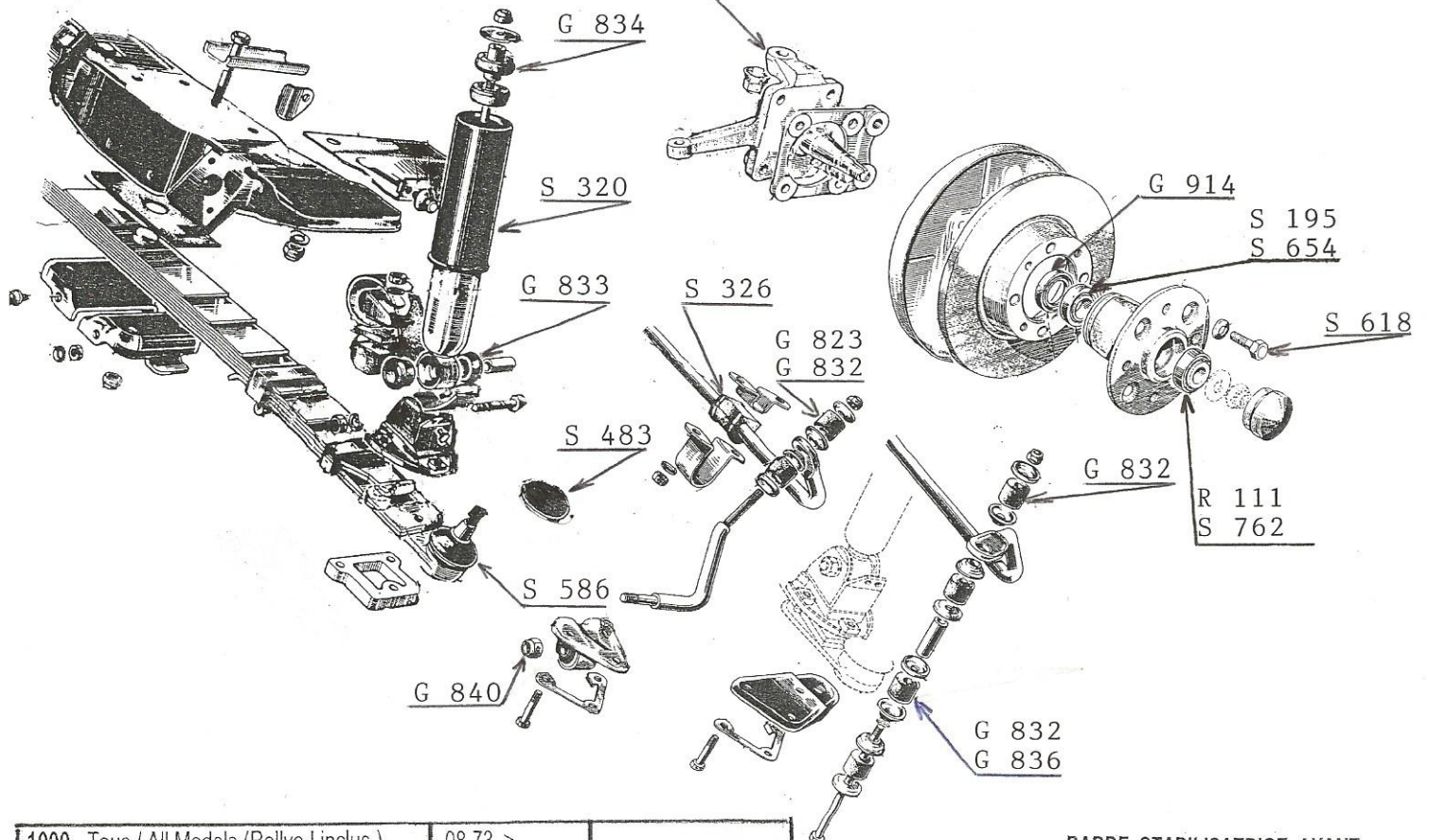
DIRECTION



RESSORT - AMORTISSEURS AV.



MOYEURS ET DISQUES AV.



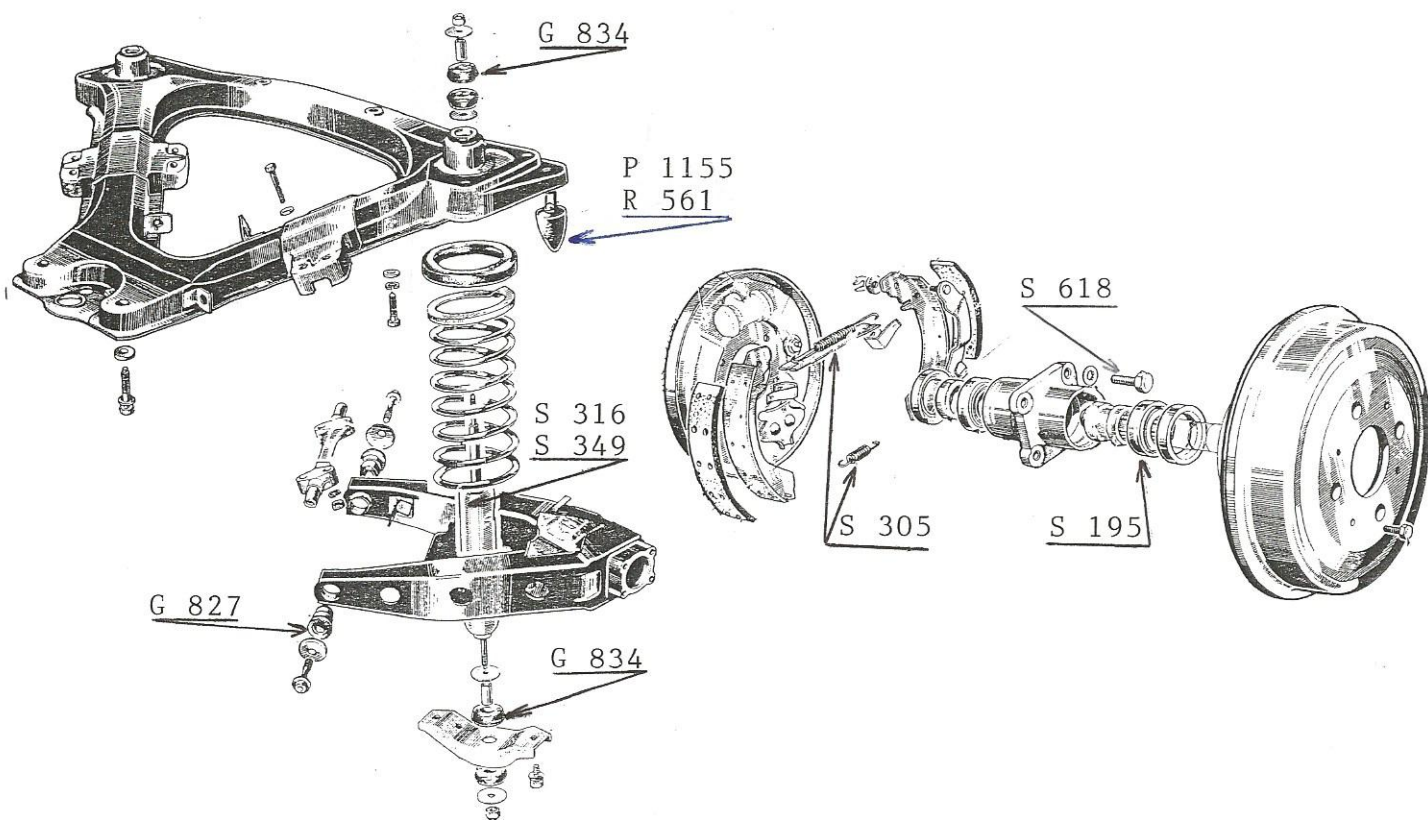
OCCASION

BARRE STABILISATRICE AVANT
(A gauche : ancienne - A droite : nouvelle)

1000 - Tous / All Models (Rallye I inclus.)	08.73 >	S 320
1000 - Rallye II	72 >	S 320
1200 - Tous / All Models		S 320
1200 S - Rallye I	> 07.73	S 320

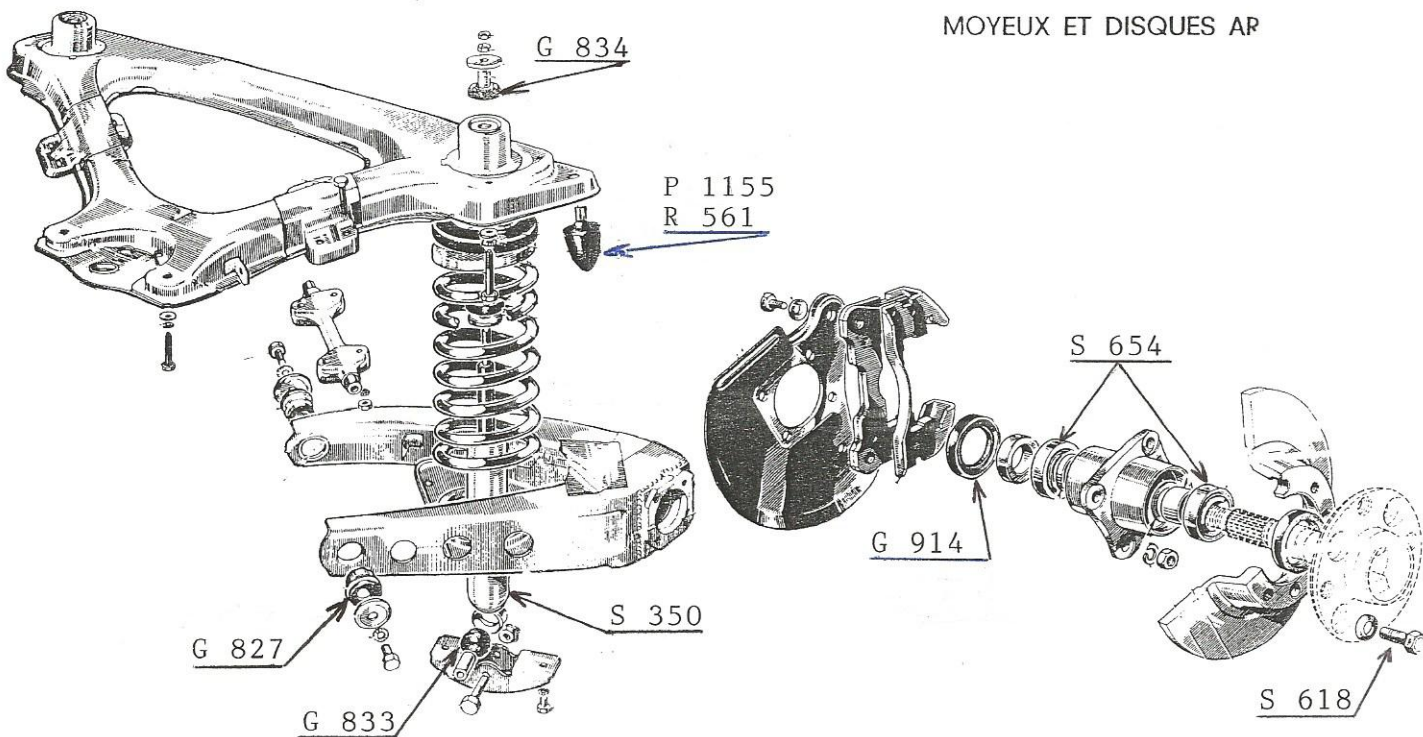
SUSPENSION ARRIERE
BRAS
TRAVERSE

RESSORTS - AMORTISSEURS AR.



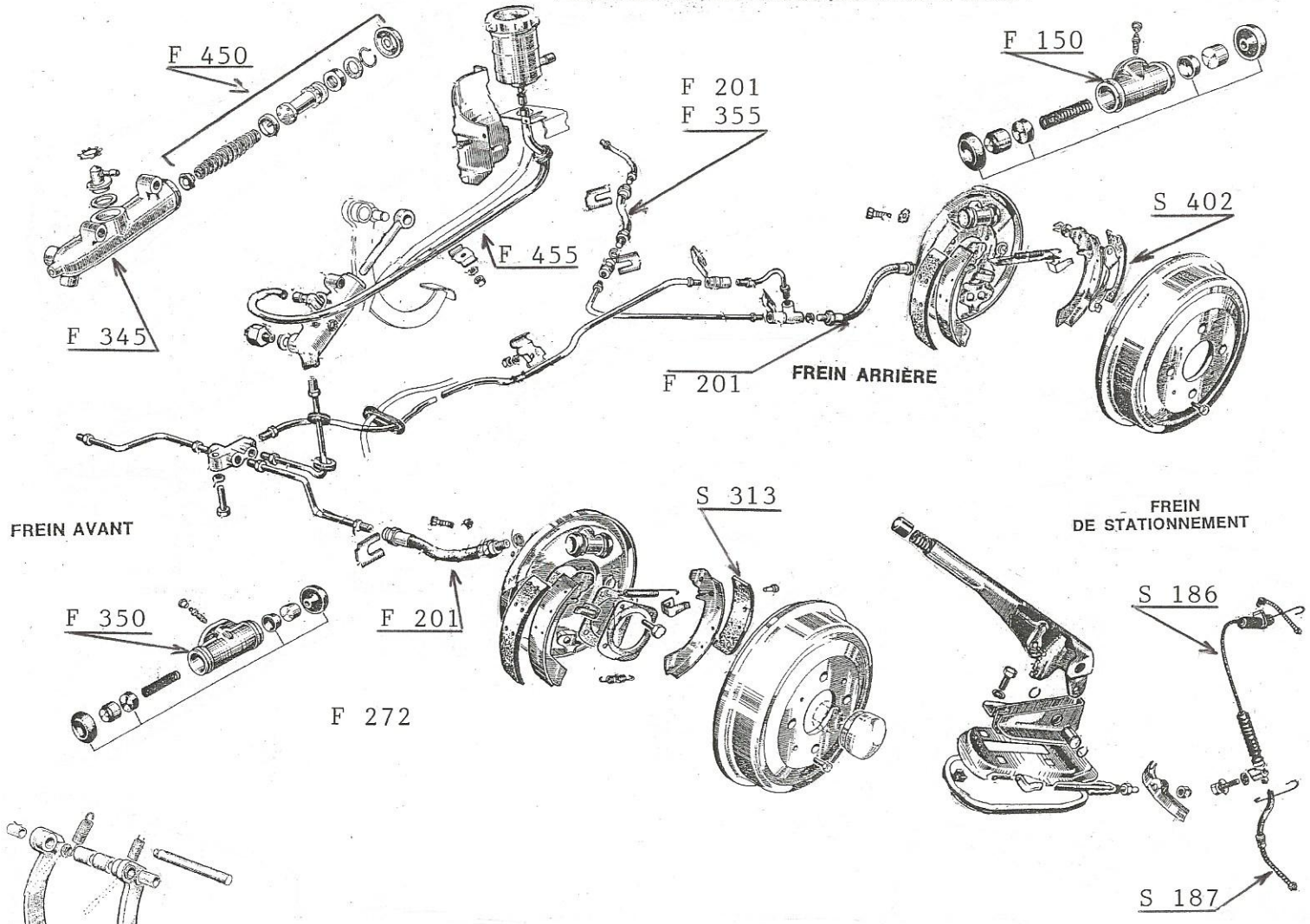
RESSORTS - AMORTISSEURS AR.

MOYEURS ET DISQUES AR

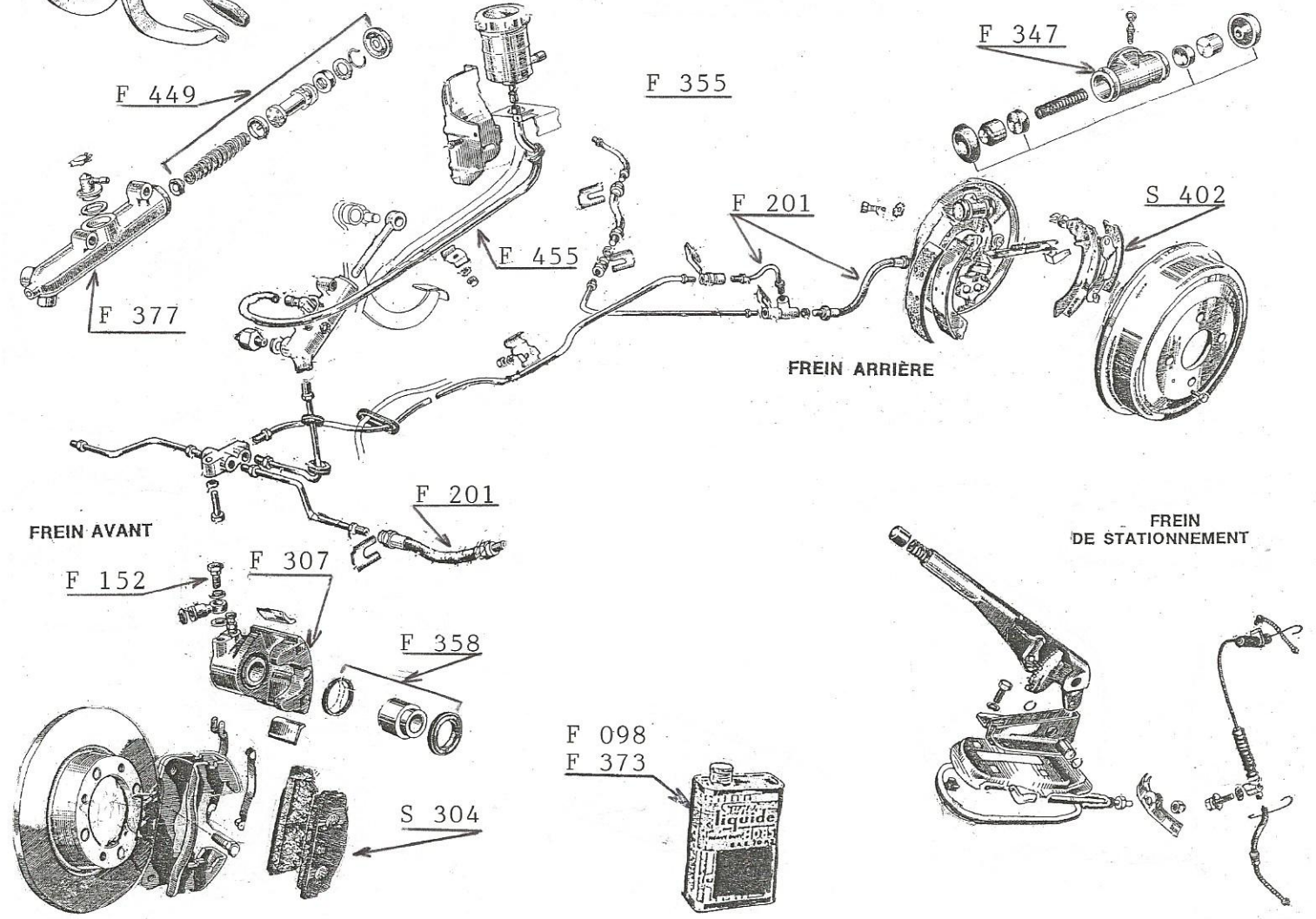


1000 - Tous/All Models : > Ch.180643	> 08.62	S 316
1000 - Tous/All Models : Ch.180644 > (Rallye I inclus.)	09.62 > 07.73	S 349
1000 - Tous / All Models (Rallye I inclus.)	08.73 >	S 350
1000 - Rallye II	72 >	
1200 S - Rallye I	> 07.73	

COMMANDE HYDRAULIQUE DE FREIN



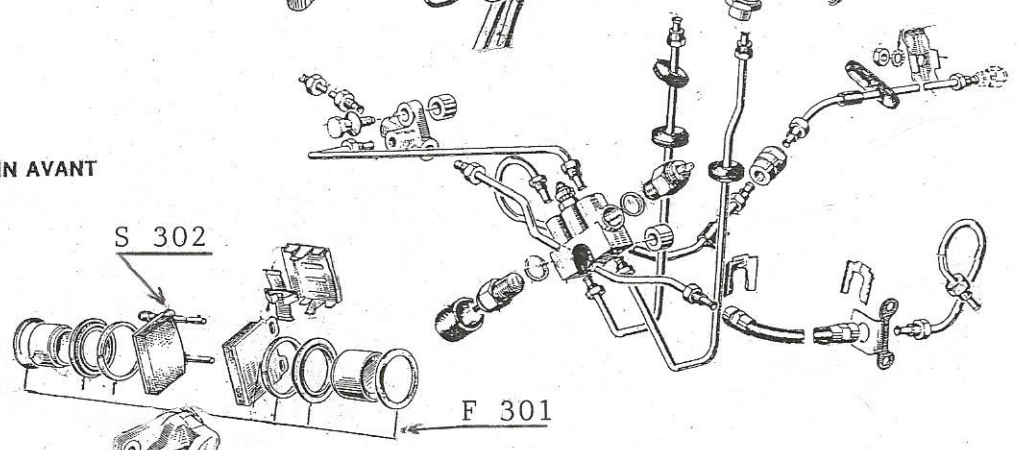
COMMANDE HYDRAULIQUE DE FREIN



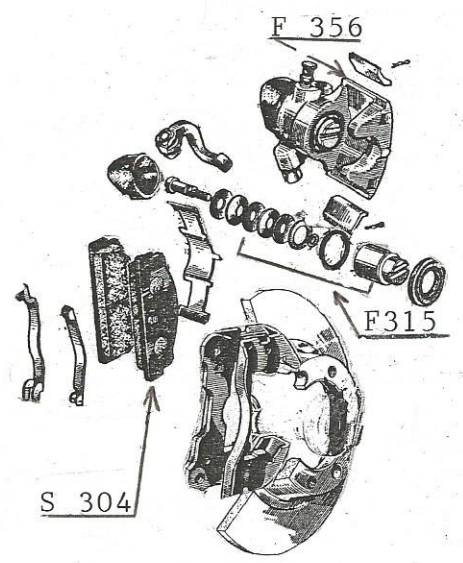


F 098
F 373

FREIN AVANT



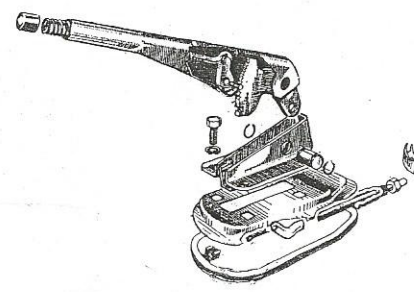
FREIN ARRIERE



S 302

F 301

FREIN DE STATIONNEMENT



S 301

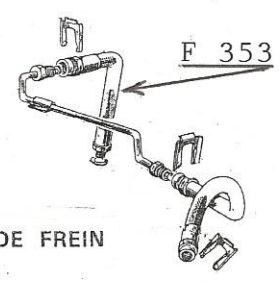
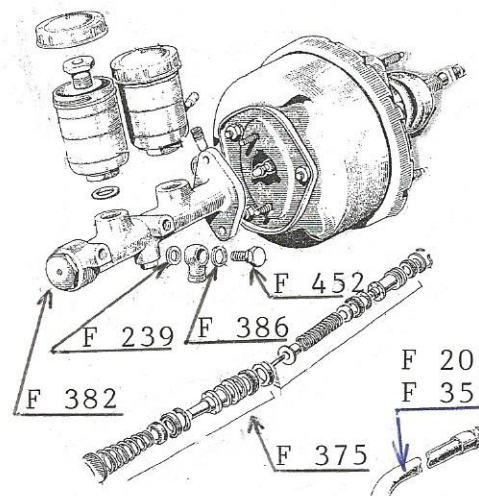
S 304

S 301

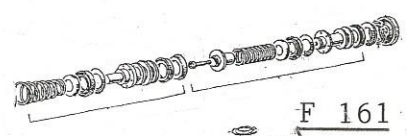
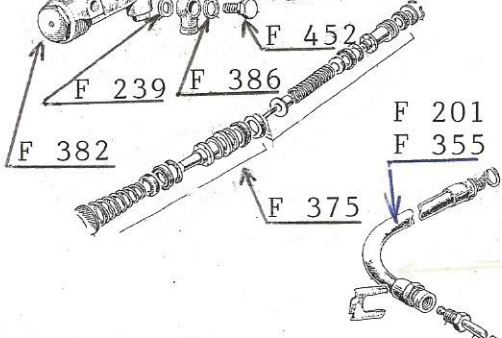
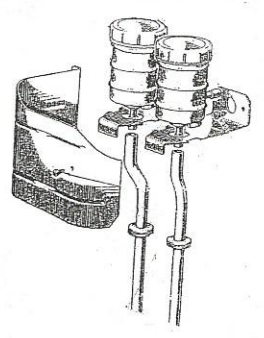
CYLINDRE EMETTEUR DE FREIN
«SERVO-FREIN»

coupe SIMCA 1200S

CYLINDRE EMETTEUR DE FREIN
→ 1968



F 353



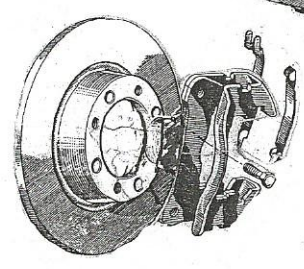
F 353

FREIN AVANT

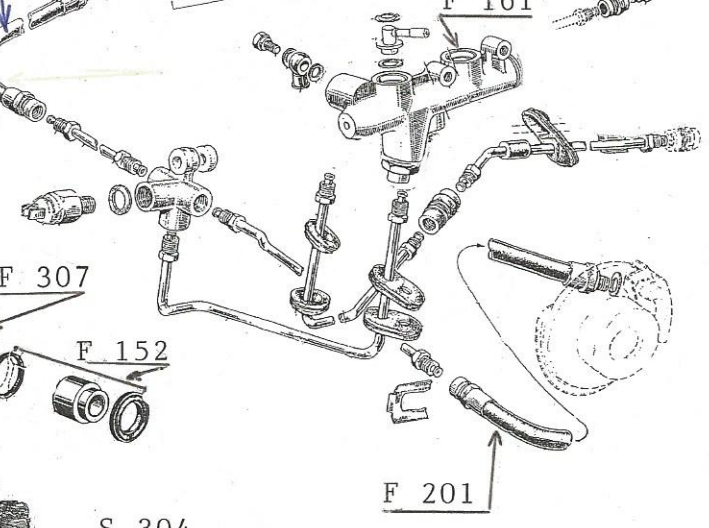
F 452

F 307

F 152



S 304

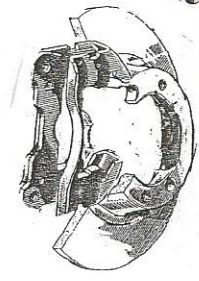


F 201

FREIN ARRIERE

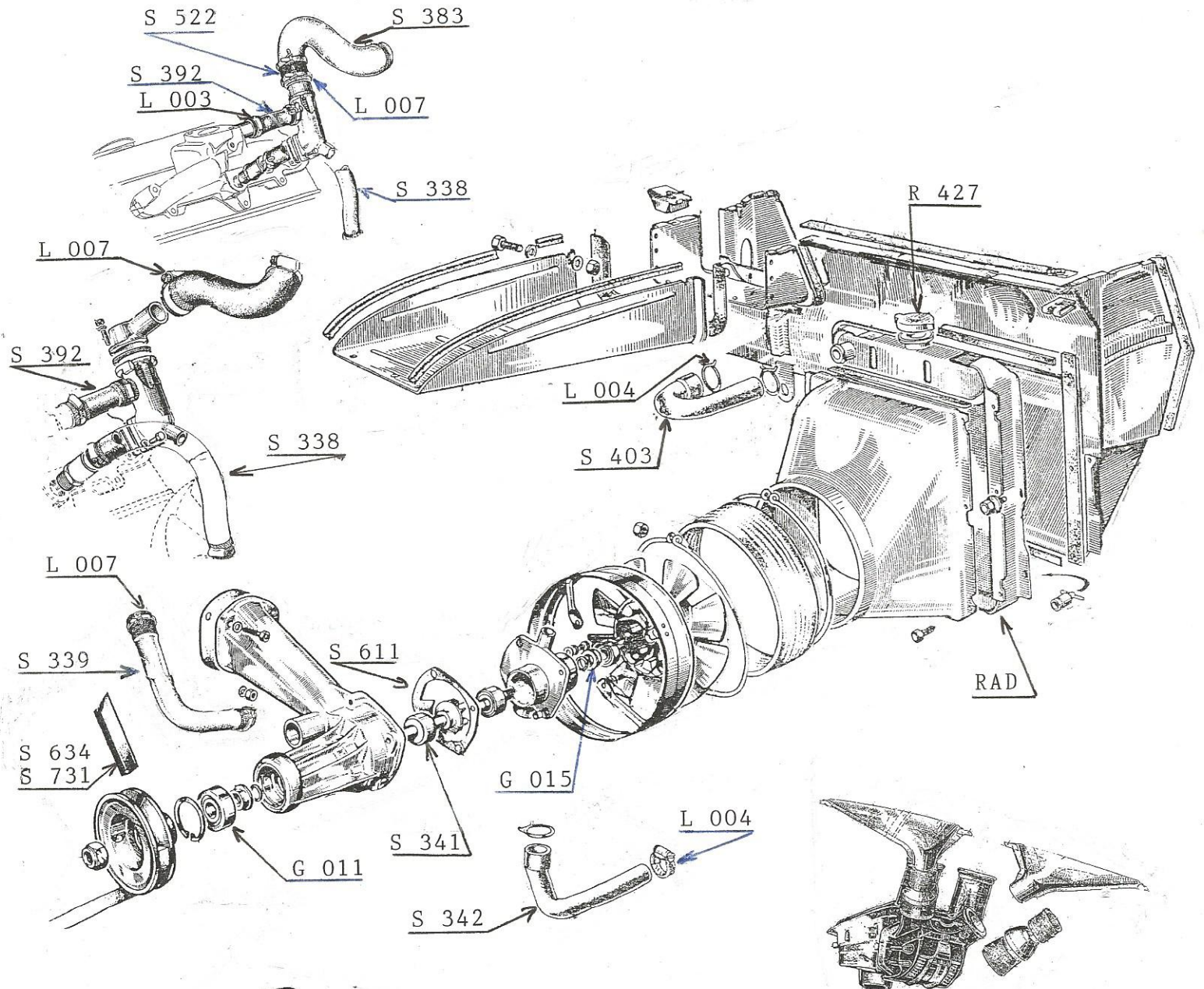
F 356

F 315

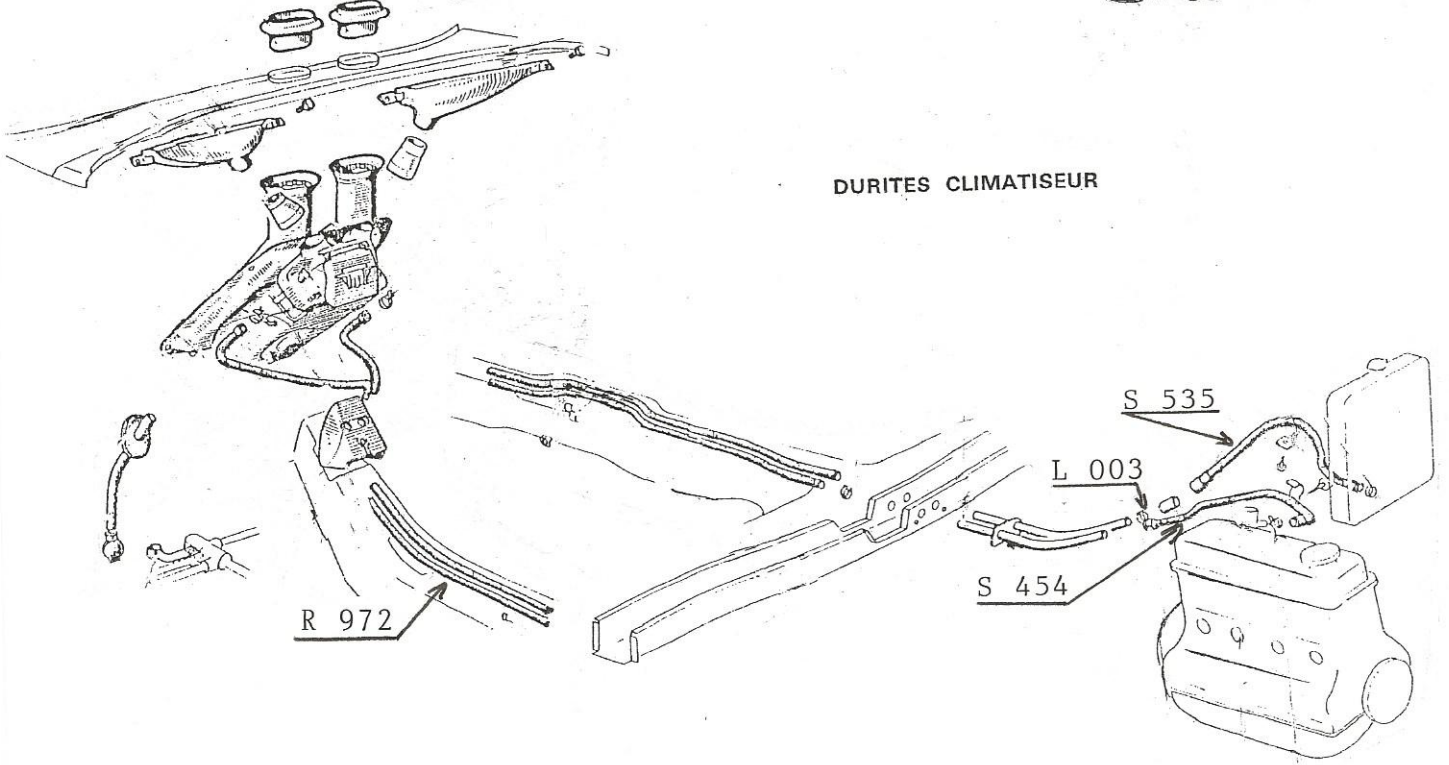


S 304

POMPE A EAU — VENTILATEUR

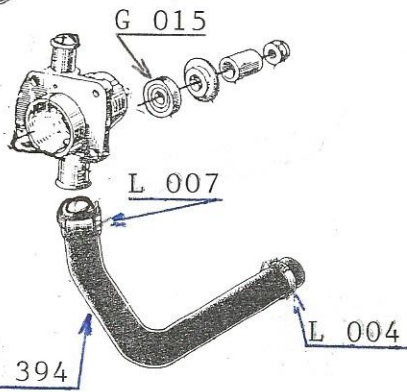
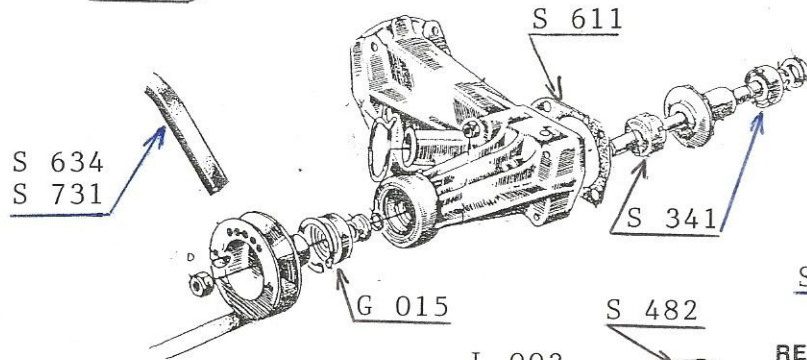
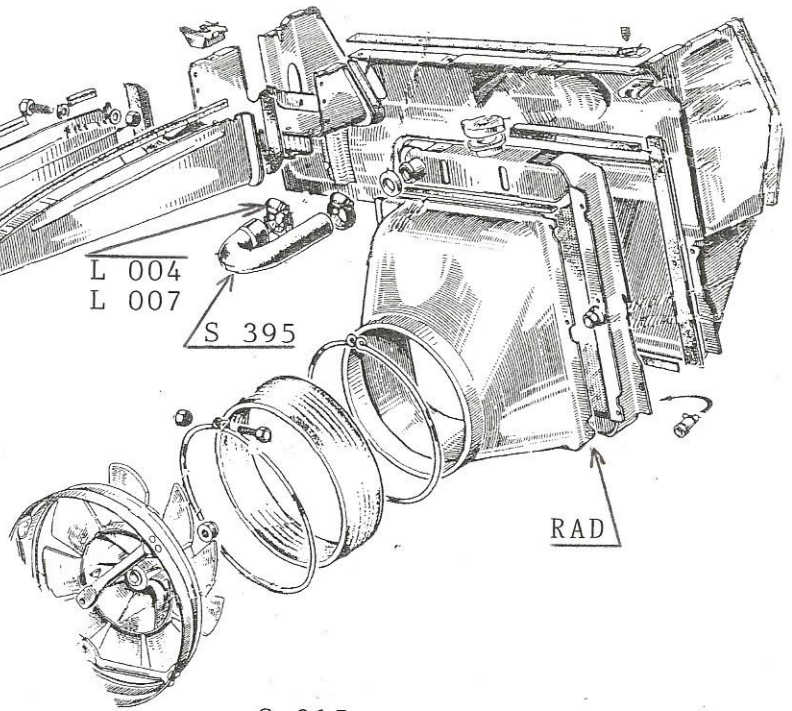
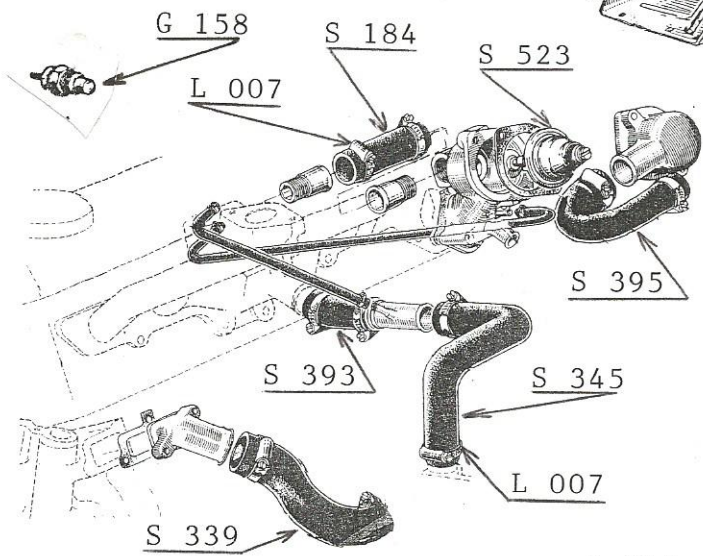


DURITES CLIMATISEUR



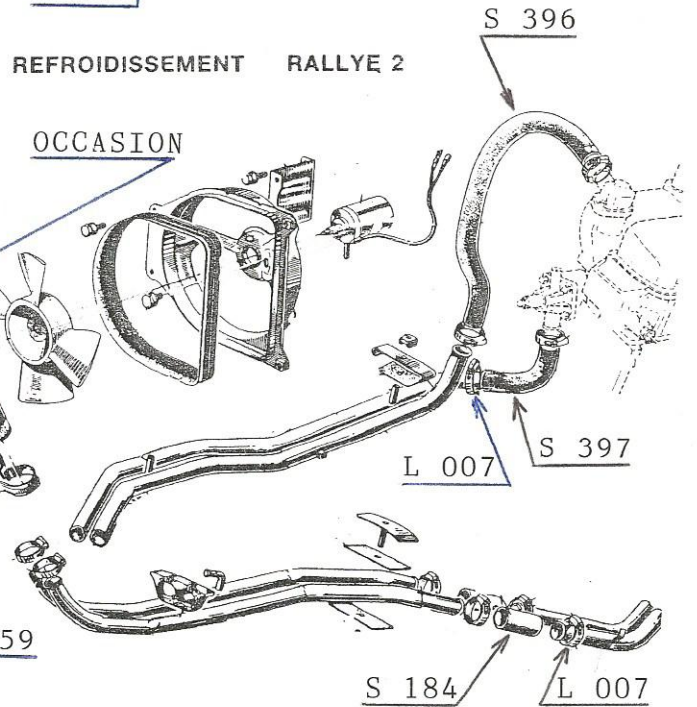
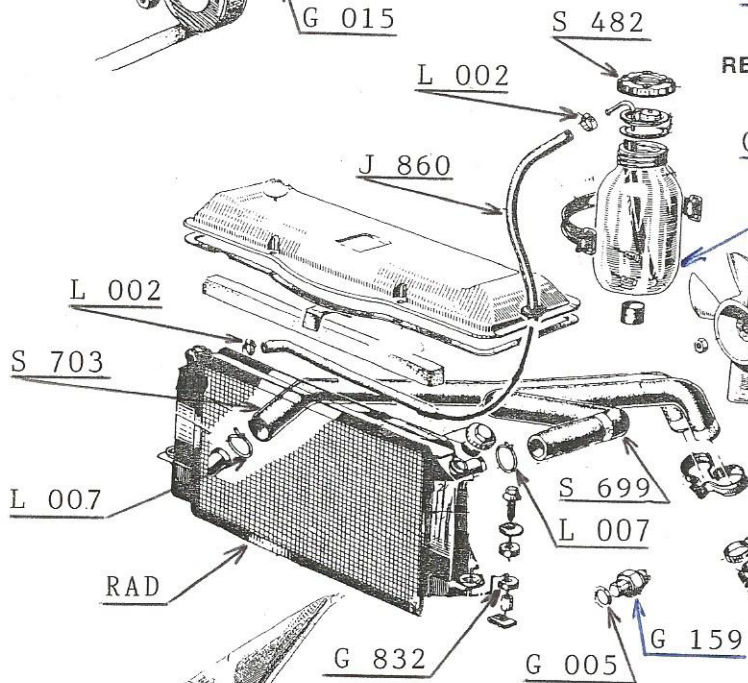
1000 RALLYE » ET « RALLYE 1

POMPE A EAU — VENTILATEUR

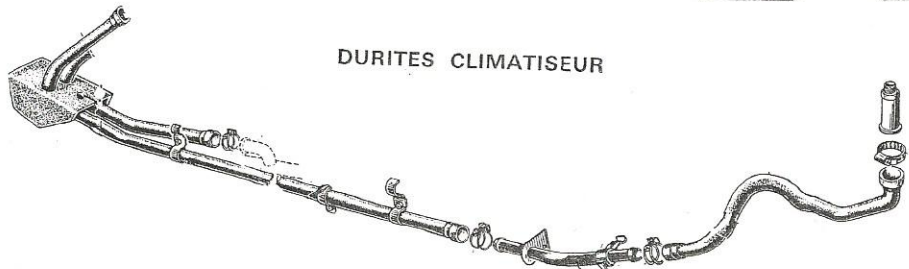


REFROIDISSEMENT RALLYE 2

OCCASION

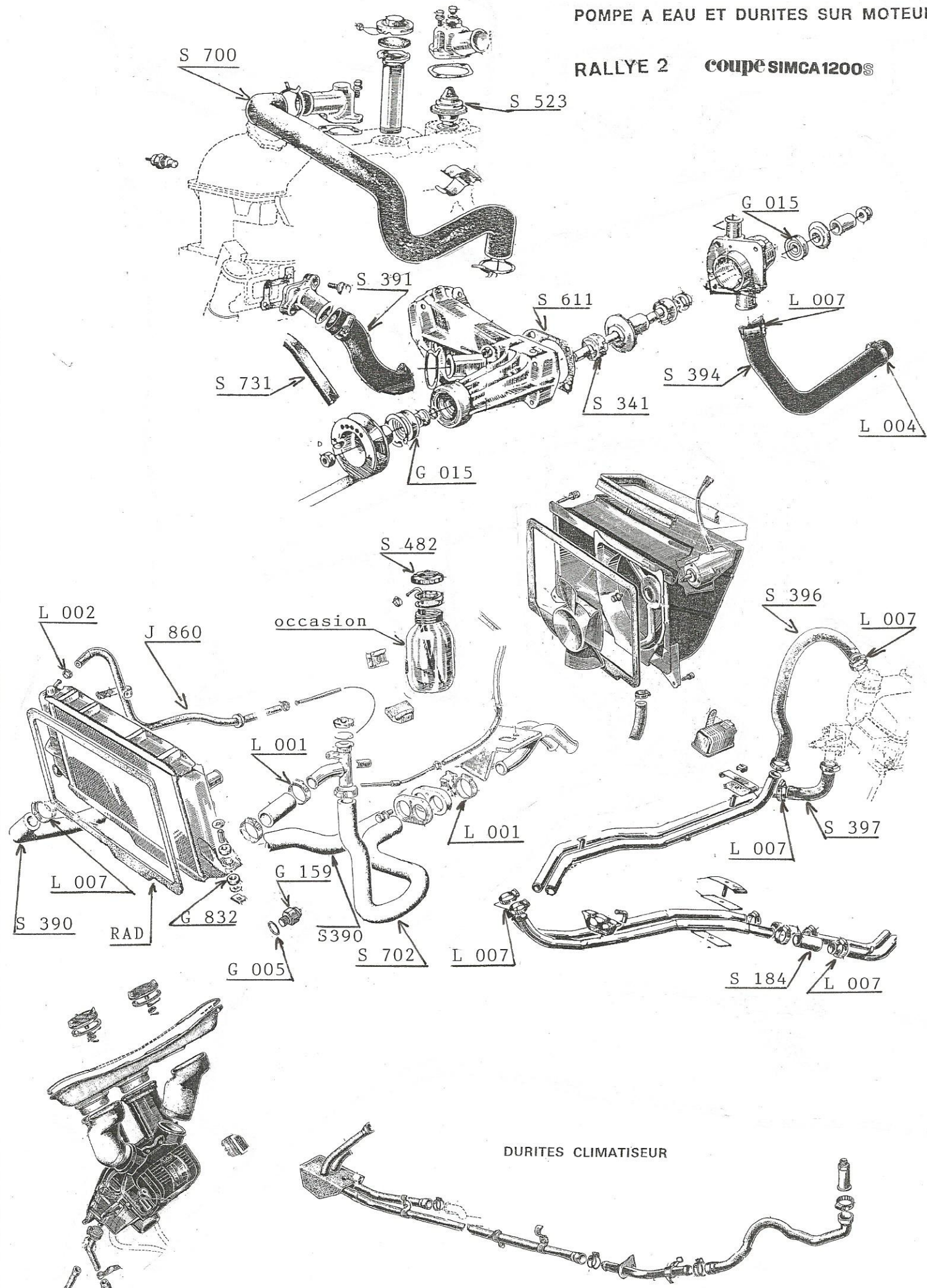


DURITES CLIMATISEUR

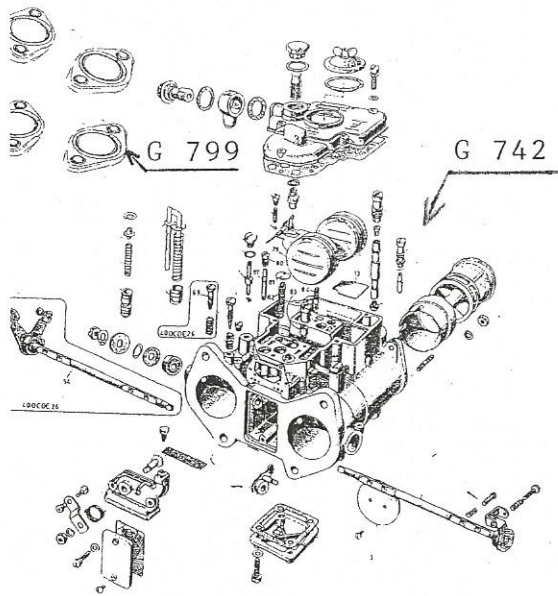


POMPE A EAU ET DURITES SUR MOTEUR

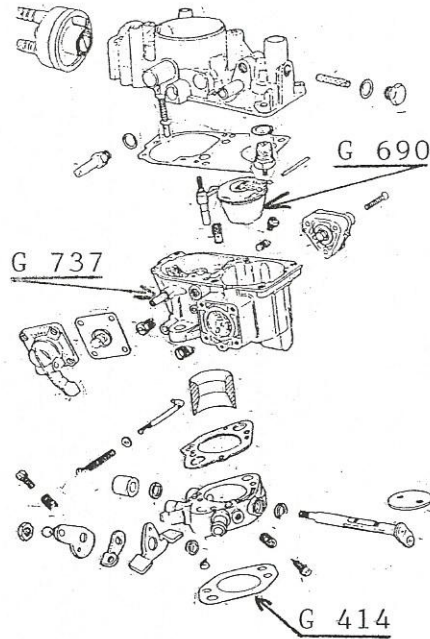
RALLYE 2 coupé SIMCA 1200S



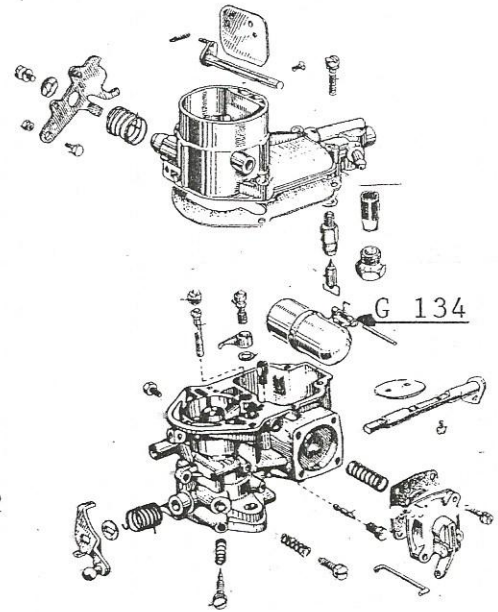
Weber 40 DCOE



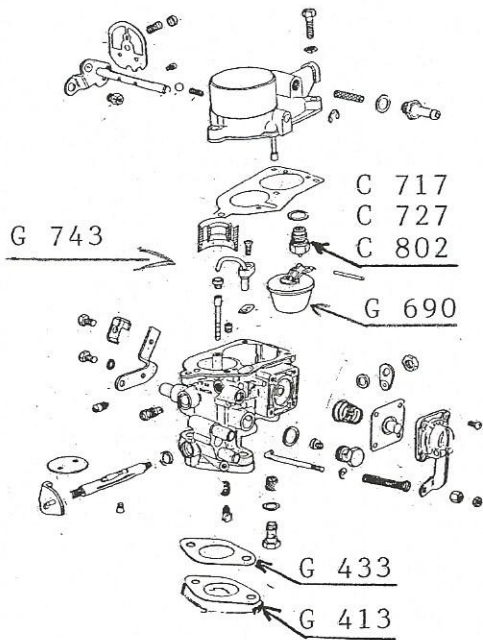
Solex 32 DITA



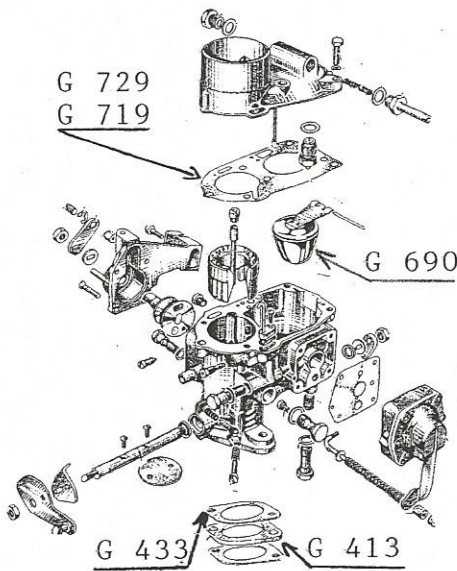
Weber 32 ICR



Solex 32 BICSA

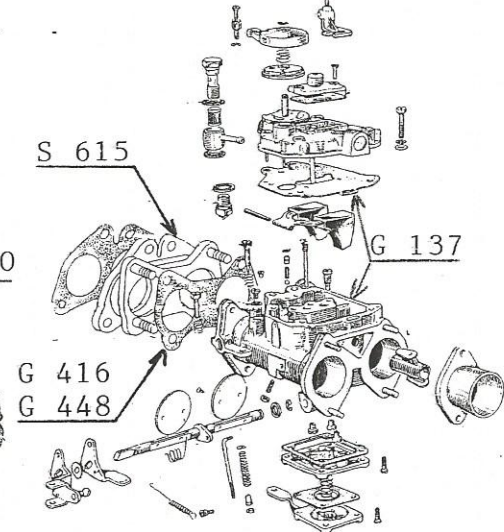


SOLEX 32 PBIC

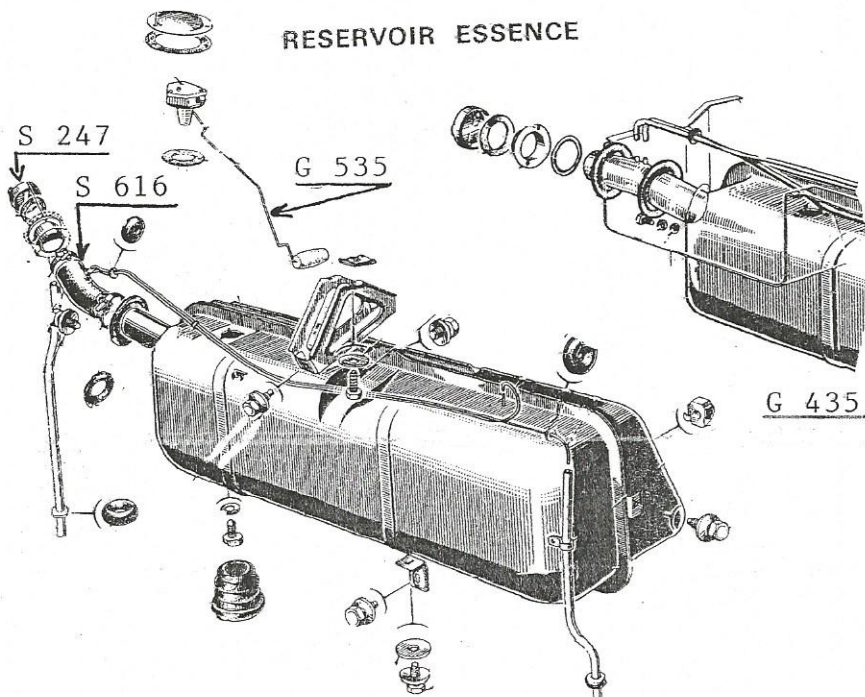


SOLEX

35 PHHE 4-6-7



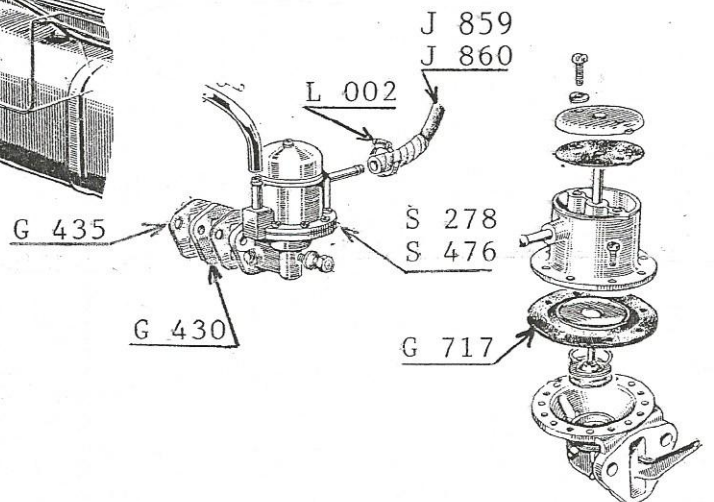
RESERVOIR ESSENCE



G 1110

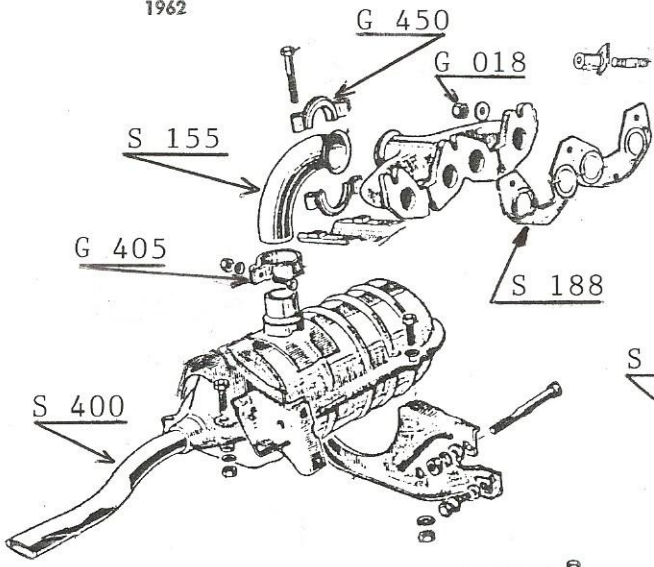


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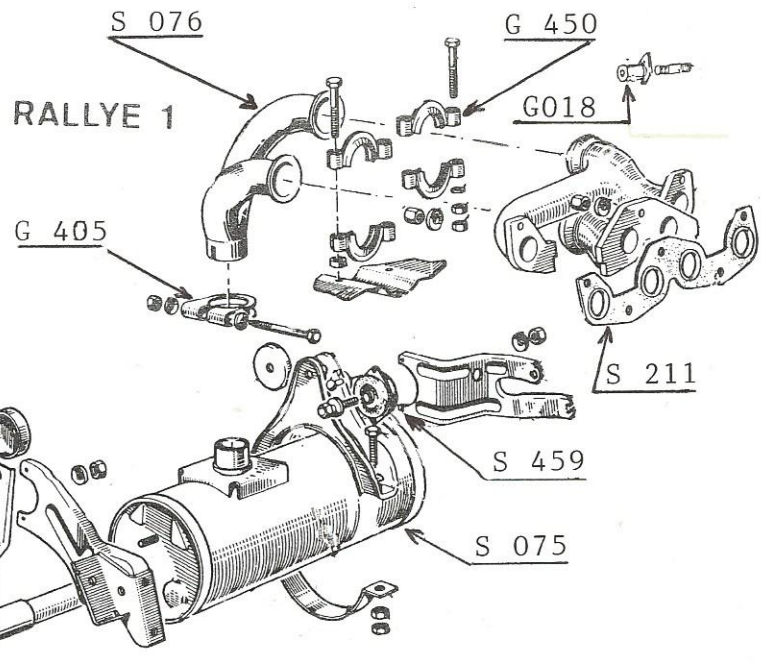


SIMCA a 1000
1962

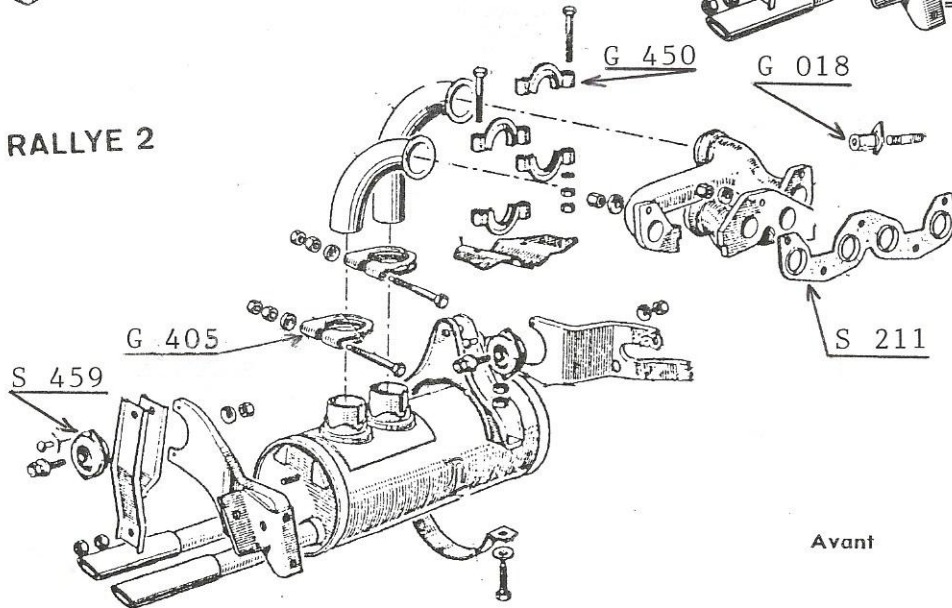
ÉCHAPPEMENT



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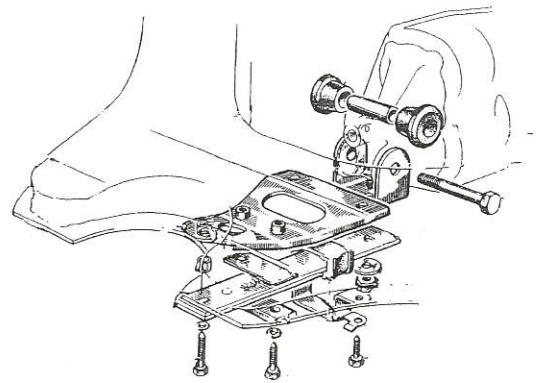


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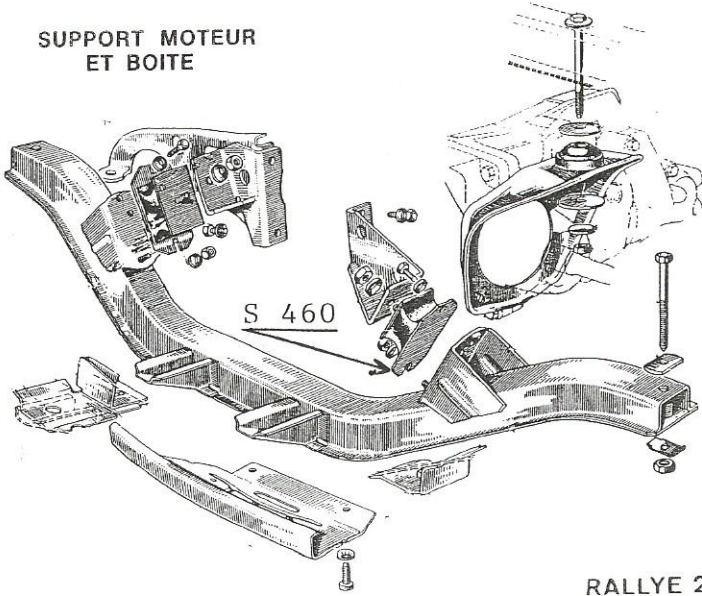


SUPPORTS DU GROUPE MOTO-PROPULSEUR

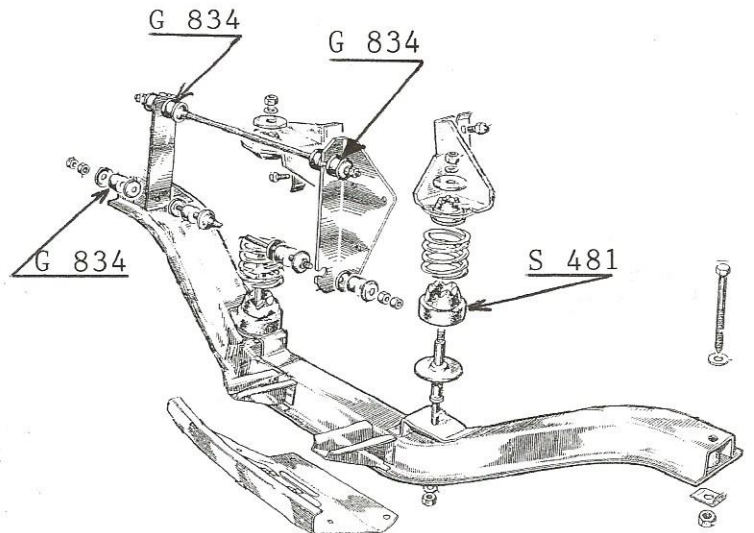
Avant



SUPPORT MOTEUR ET BOITE



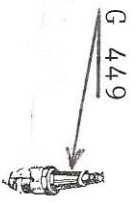
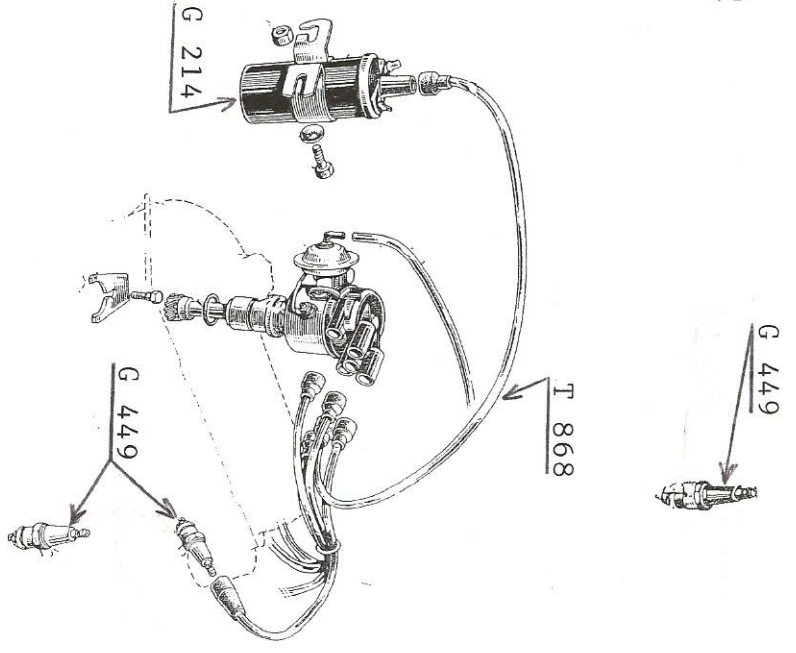
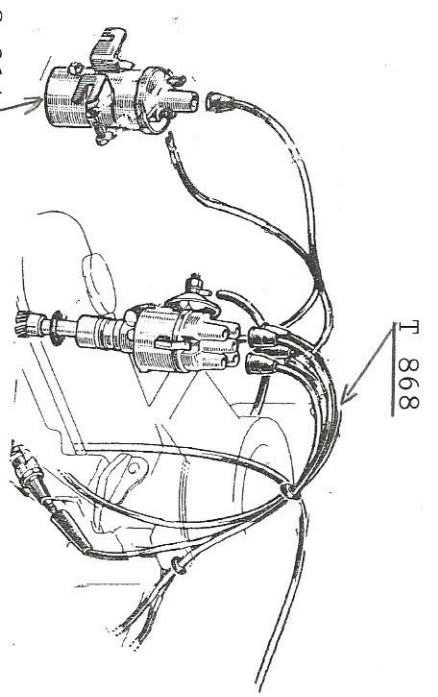
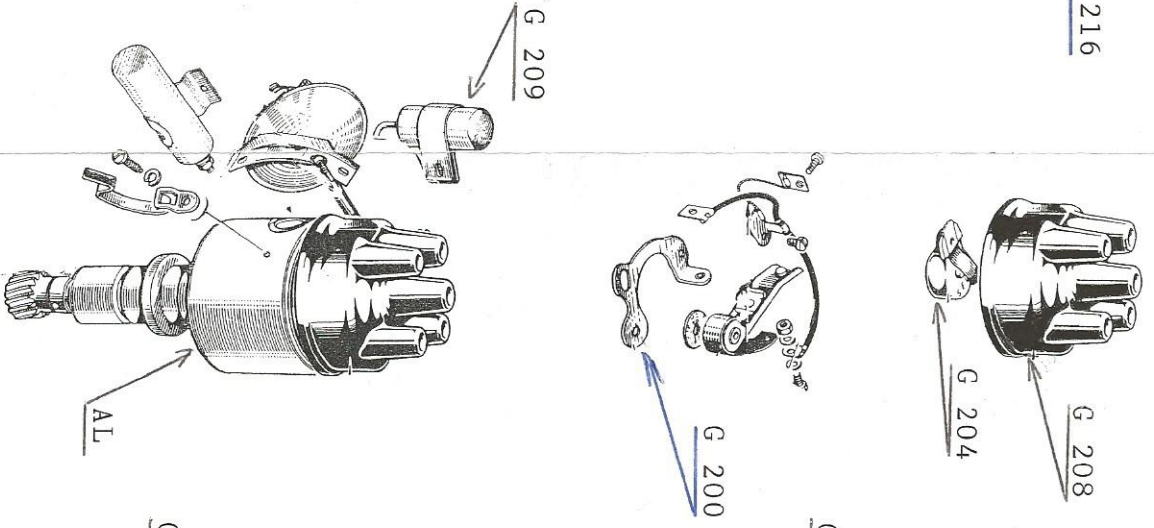
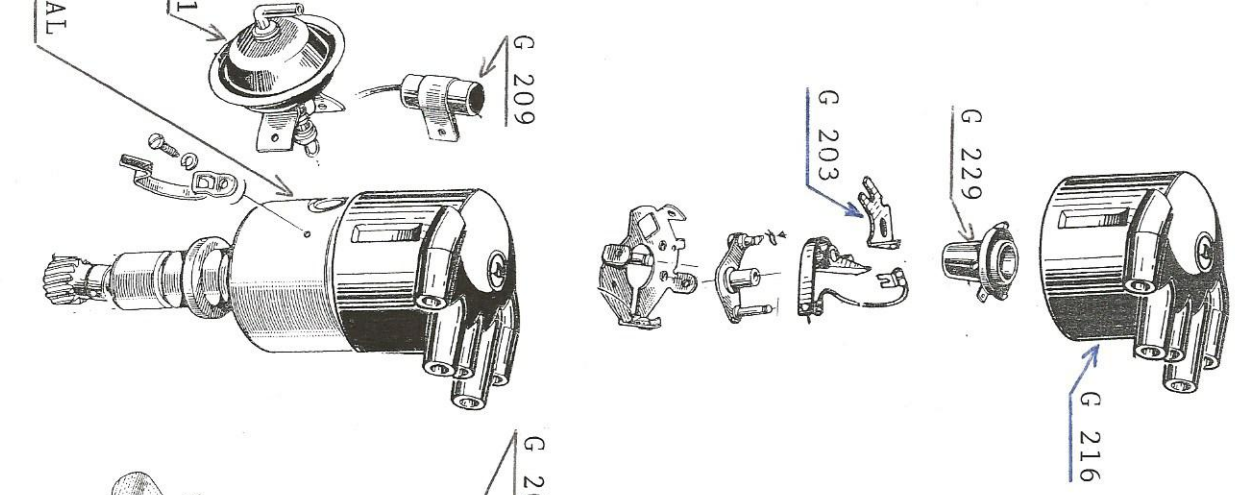
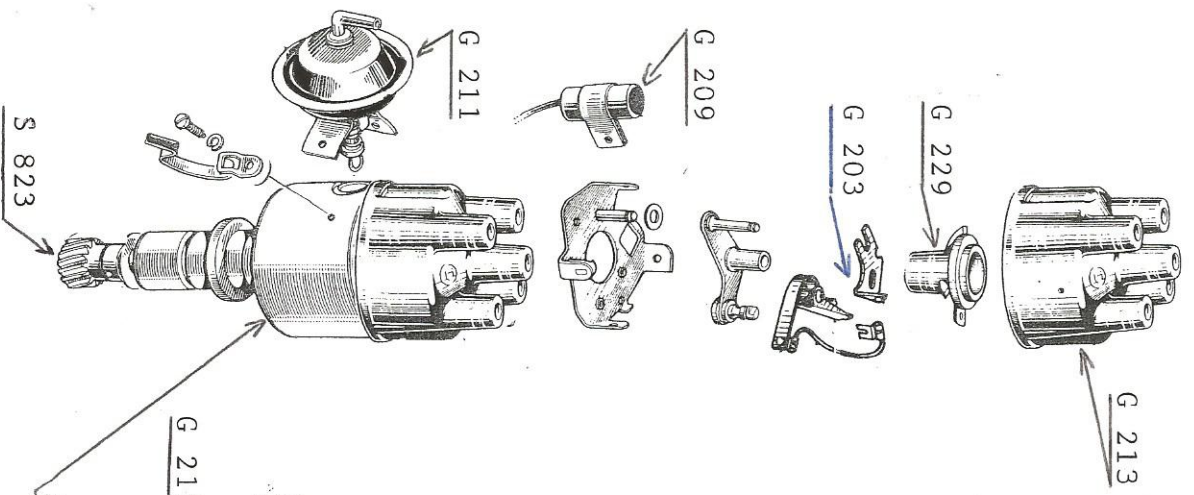
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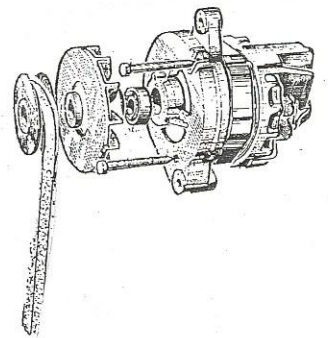
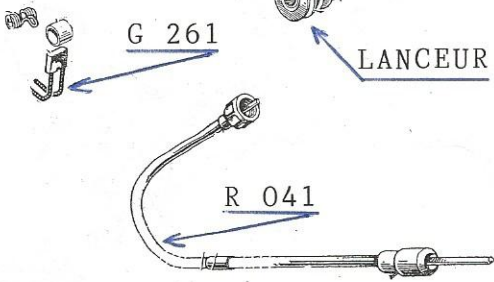
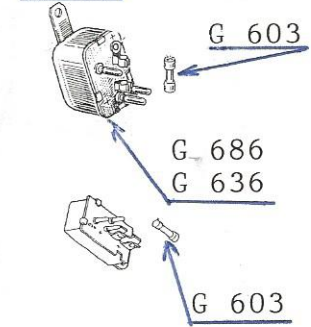
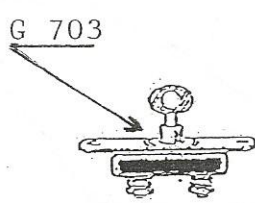
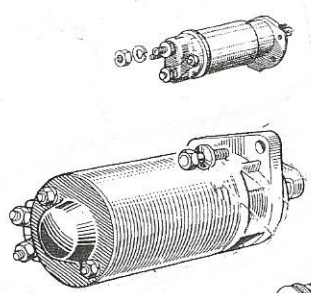
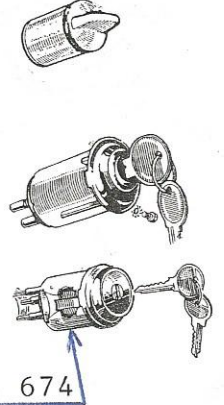
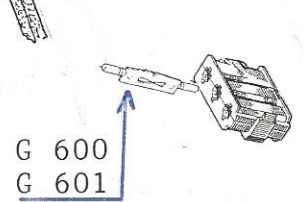
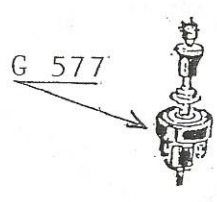
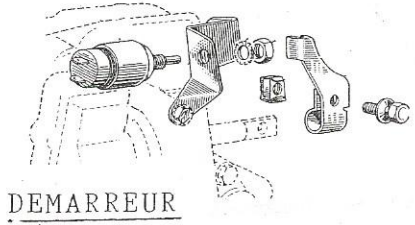
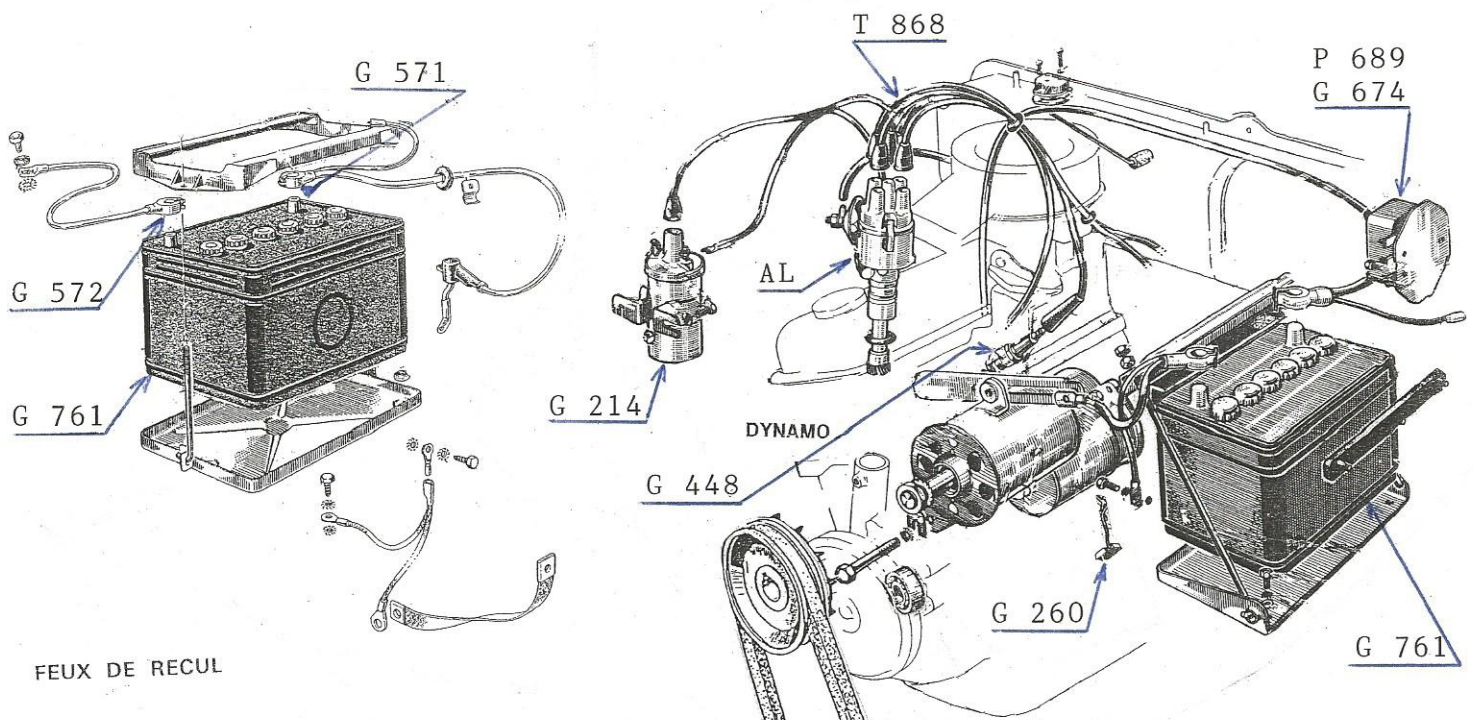


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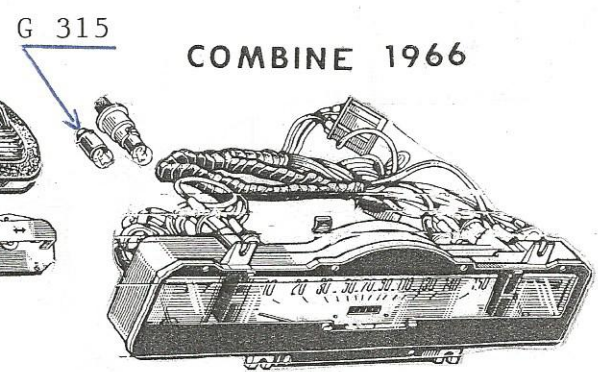
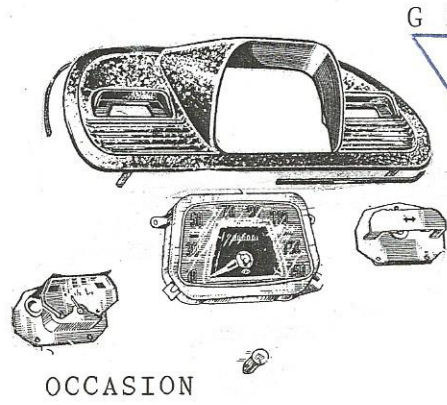
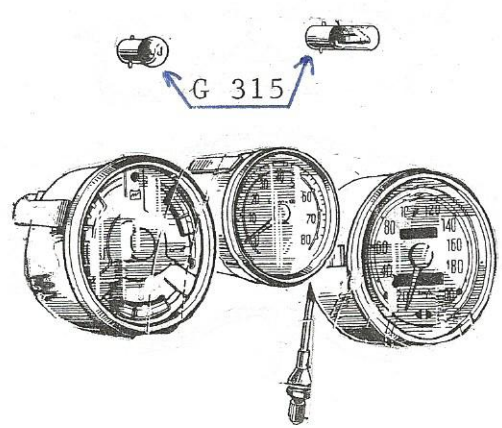
DUCELLIER

S.E.V.

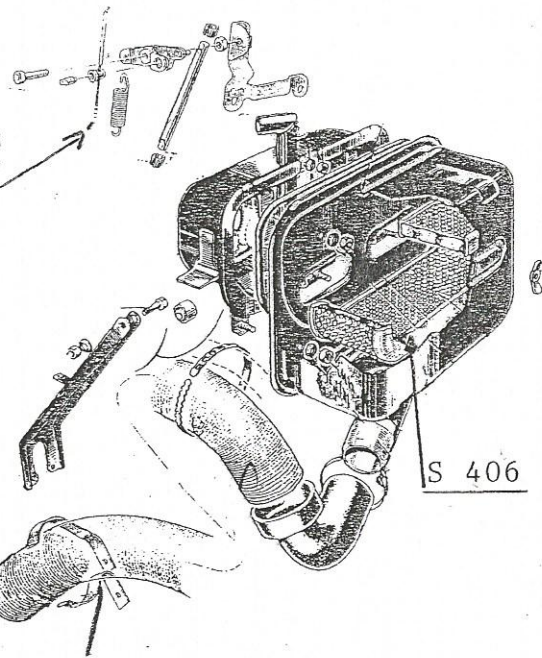
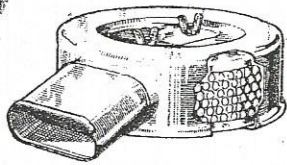
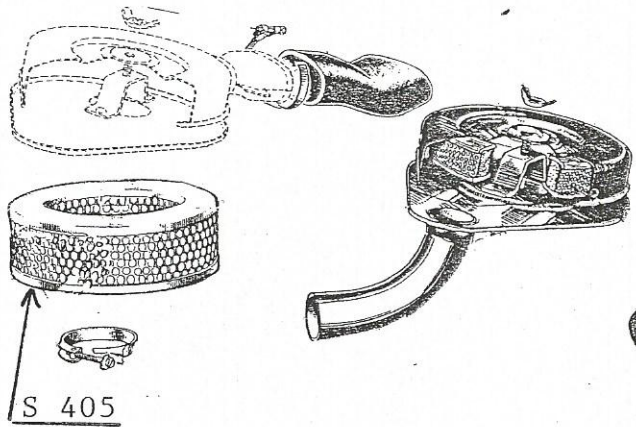




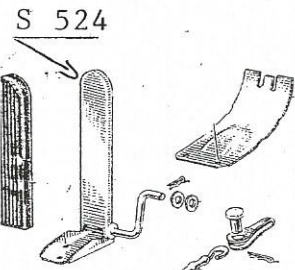
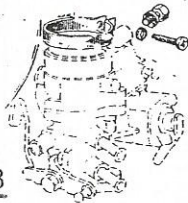
coupe SIMCA 1200 S



FILTRE A AIR

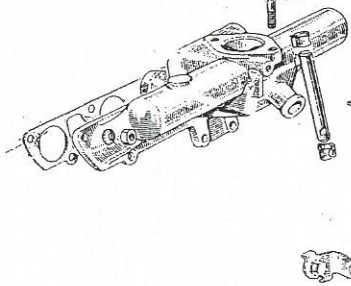


ACCELERATEUR -
COMMANDE DE STARTER



G 433

G 413



S 398
S 347

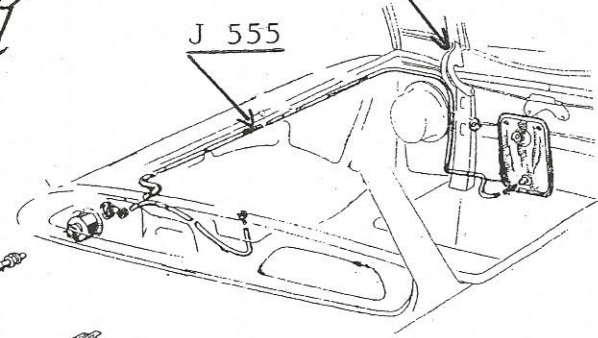
R 890

S 398
S 347

S 813

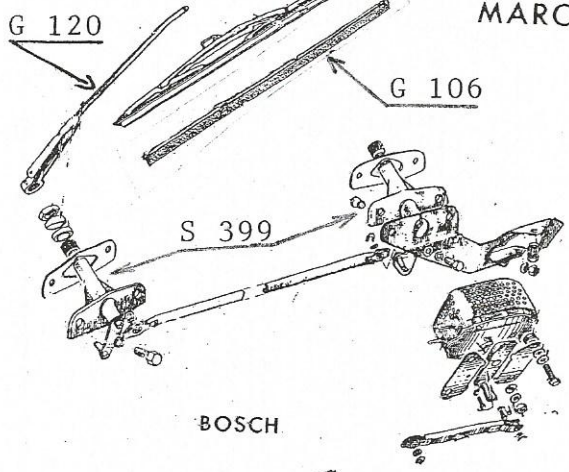
LAVE-GLACE

J 555

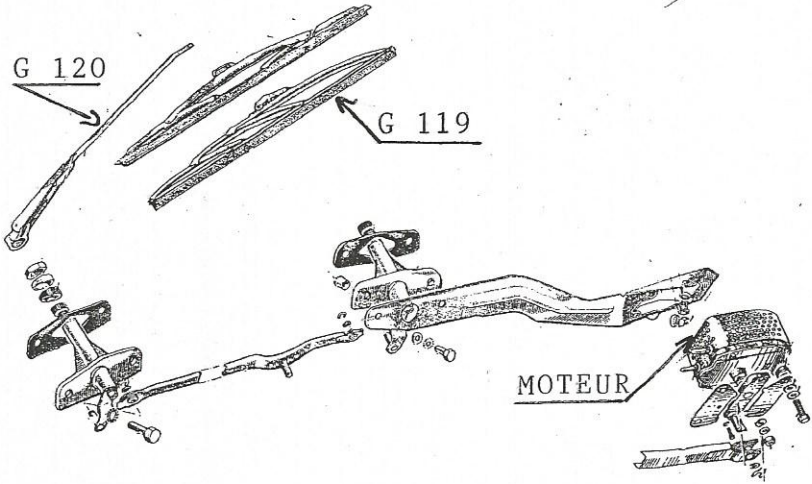


ESSUIE - GLACE

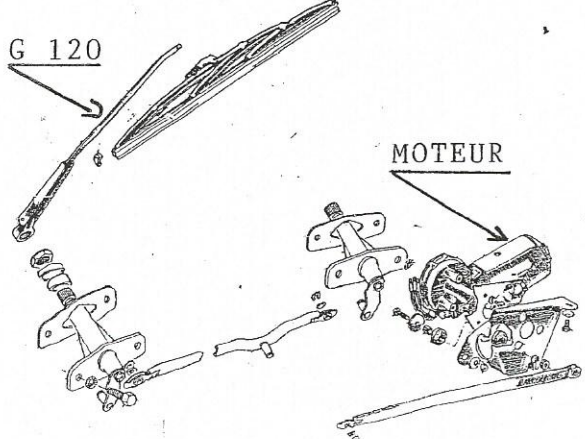
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BOSCH

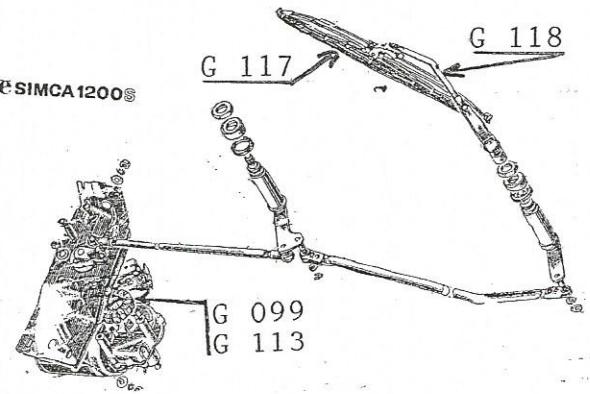


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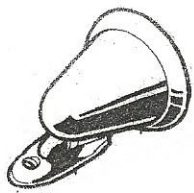
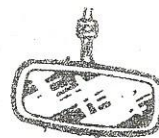
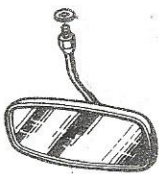


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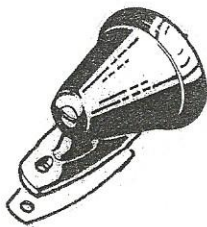
coupe SIMCA 1200S



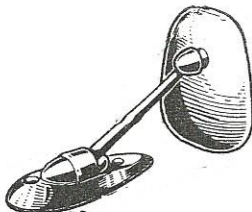
G 099
G 113



G 526



G 502



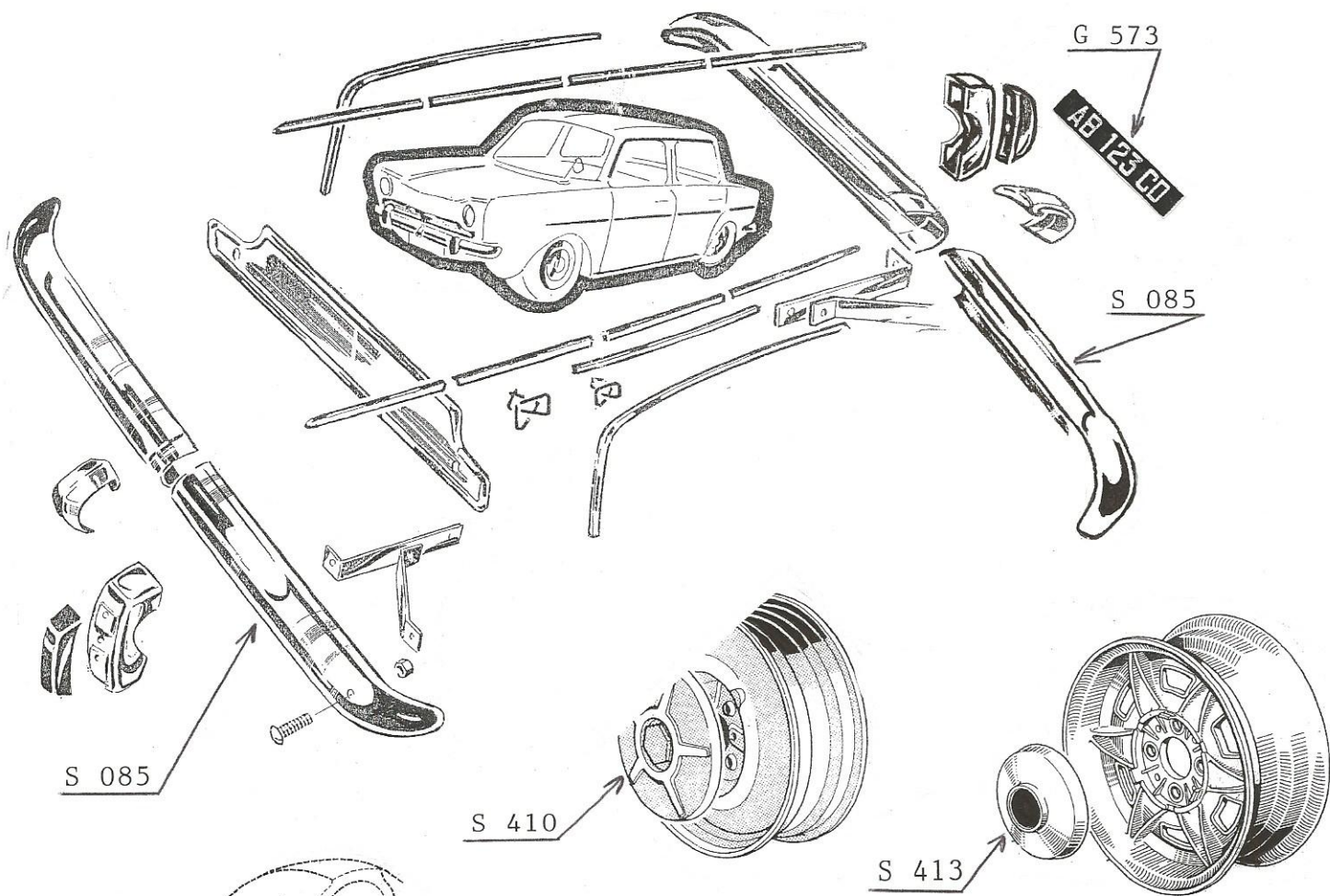
G 641



G 527



G 594



G 573

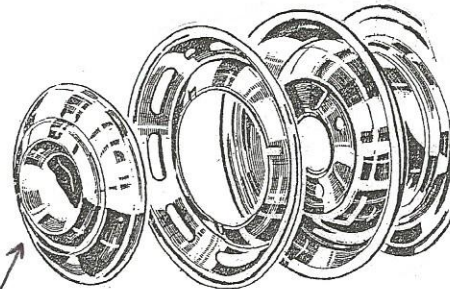
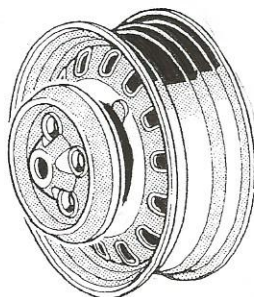
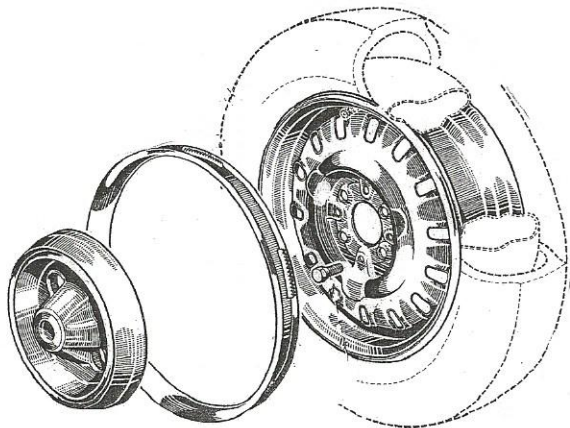
AB 125 GO

S 085

S 085

S 410

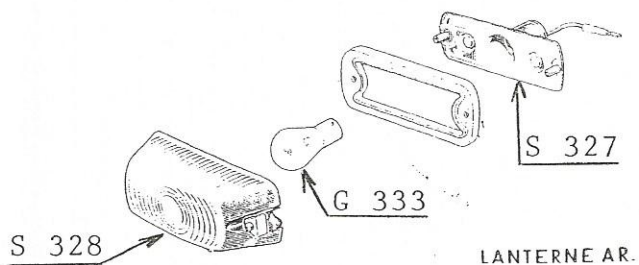
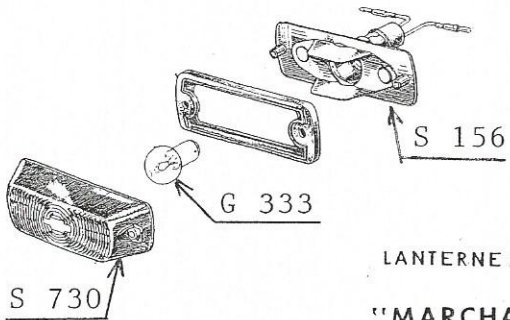
S 413



S 412

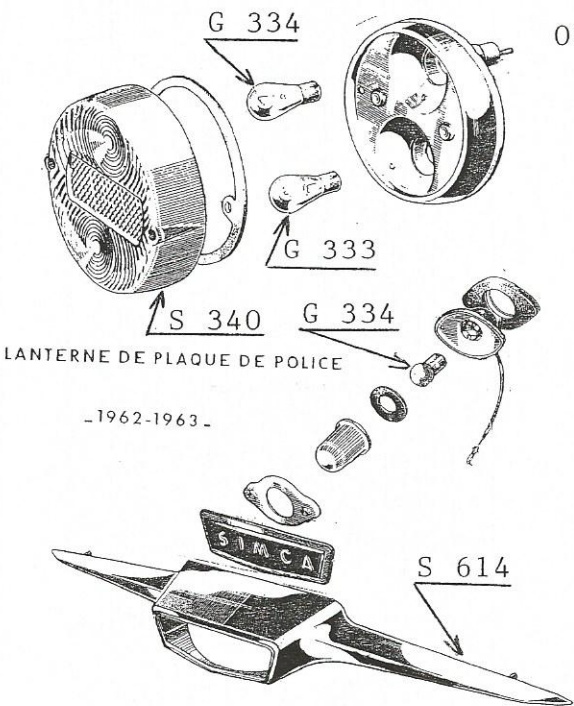
LANTERNE AV. "SEIMA"

CLIGNOTANT AV. "LMP"

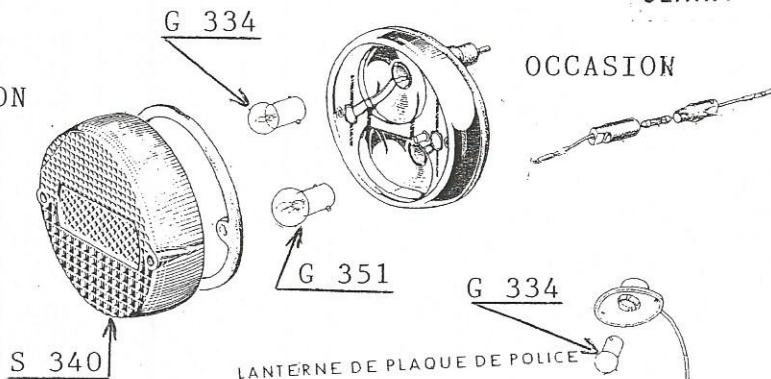


LANTERNE AR.
"MARCHAL"

LANTERNE AR.
"SEIMA"

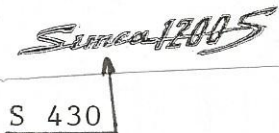


OCCASION

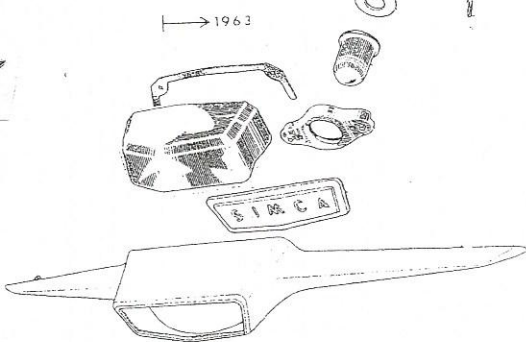


OCCASION

LANTERNE DE PLAQUE DE POLICE



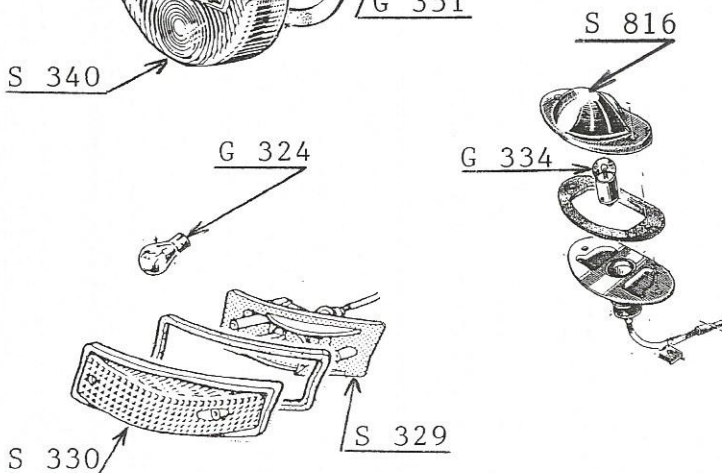
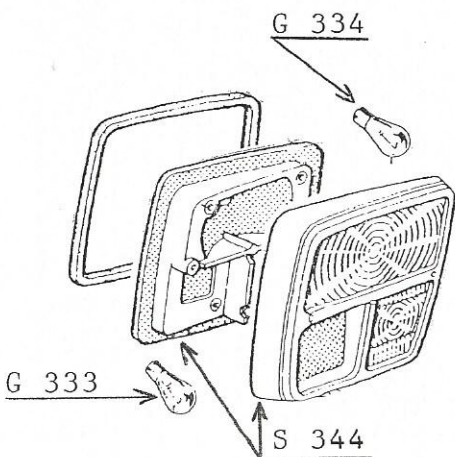
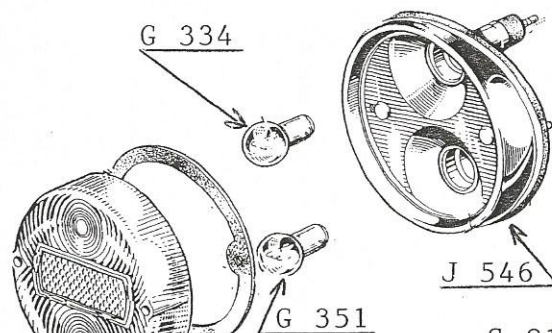
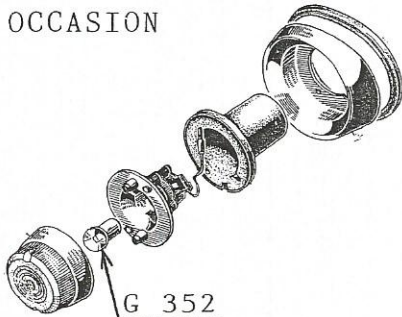
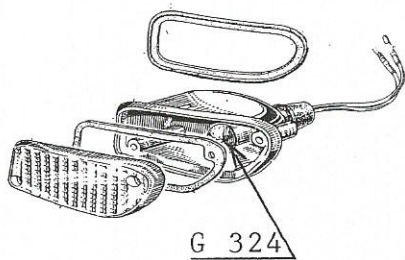
S 430



COUPE SIMCA 1200S

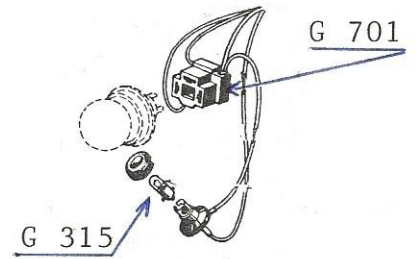
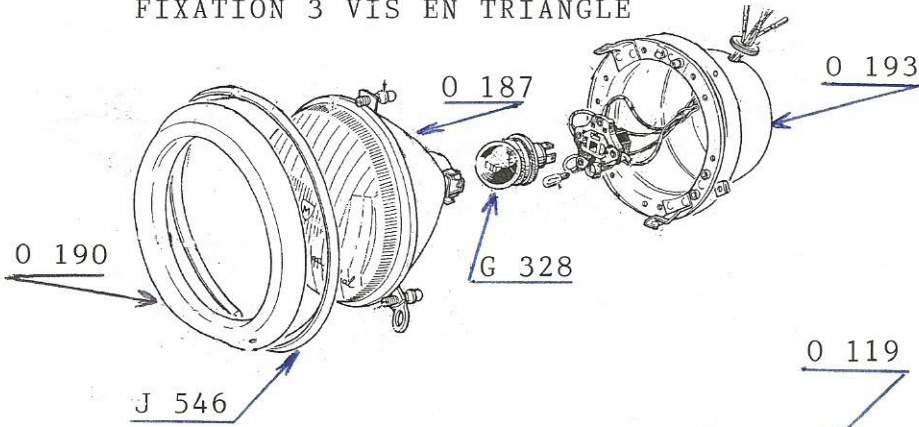
LANTERNES AV.

OCCASION



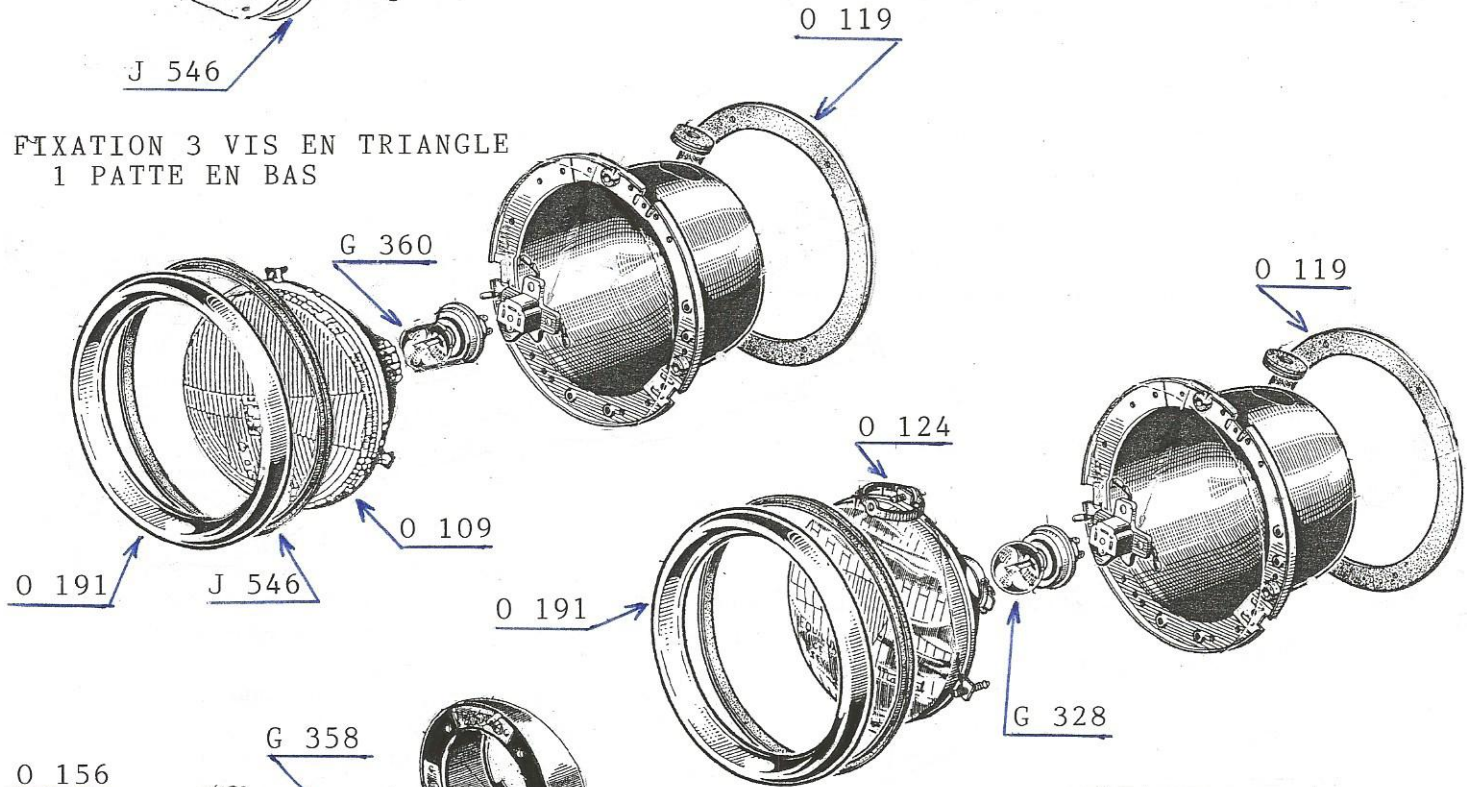
simca/1000

FIXATION 3 VIS EN TRIANGLE

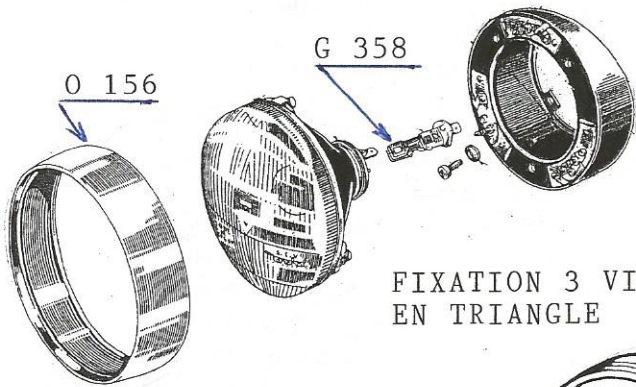


coupe SIMCA1200S

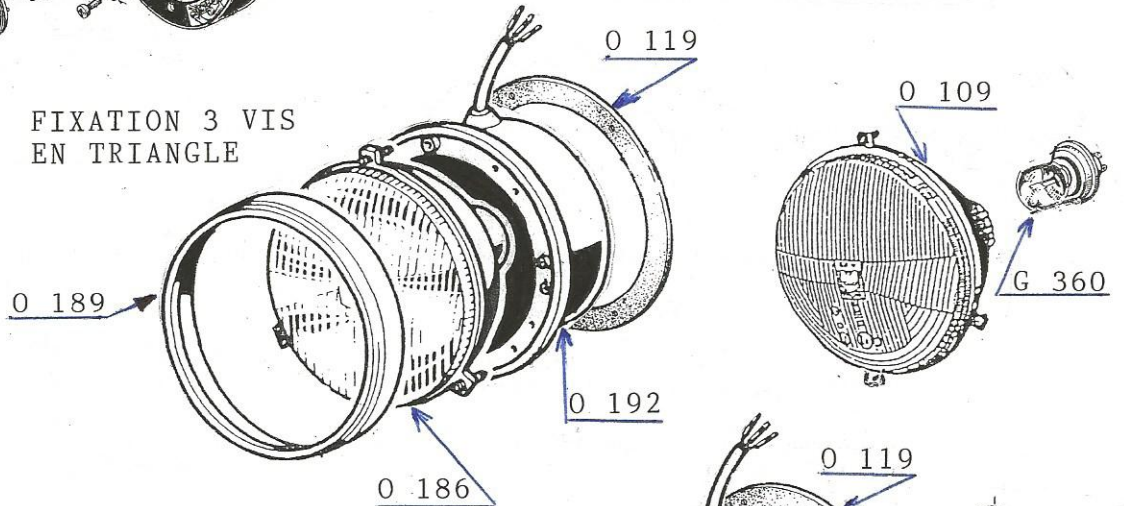
FIXATION 3 VIS EN TRIANGLE
1 PATTE EN BAS



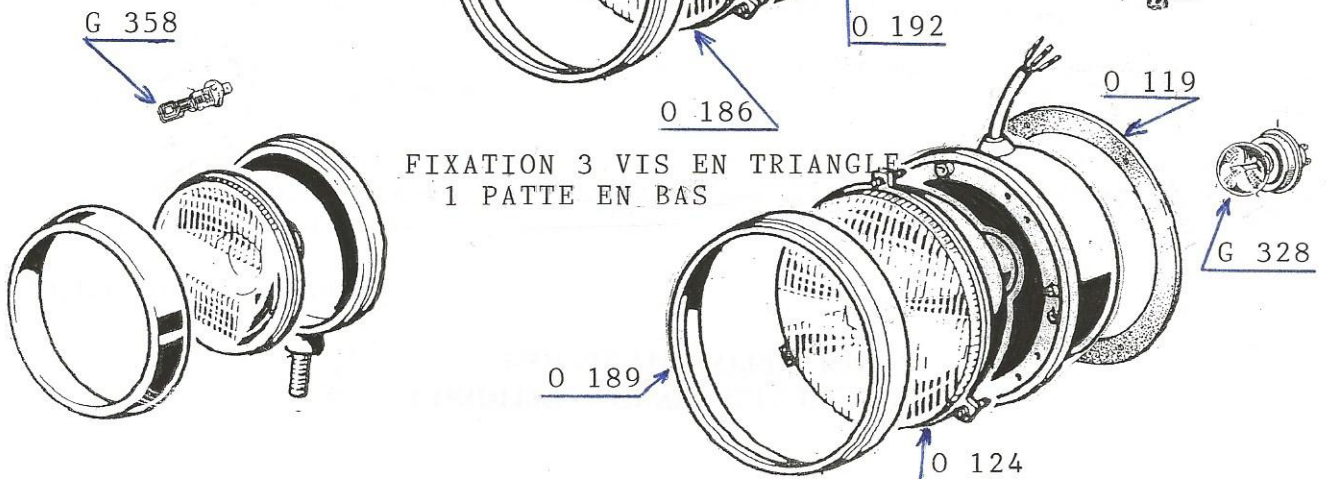
1000 RALLYE 1, 2 et 3

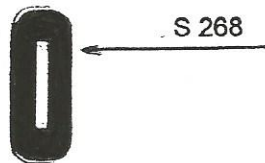
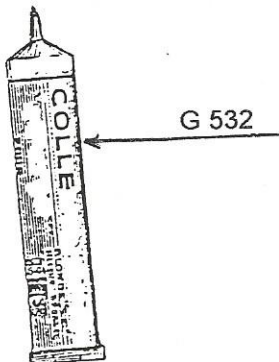
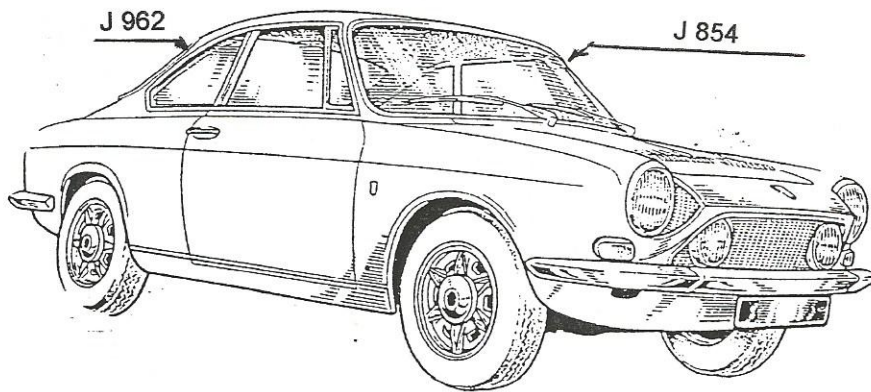
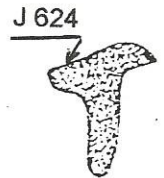
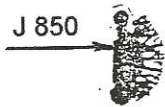
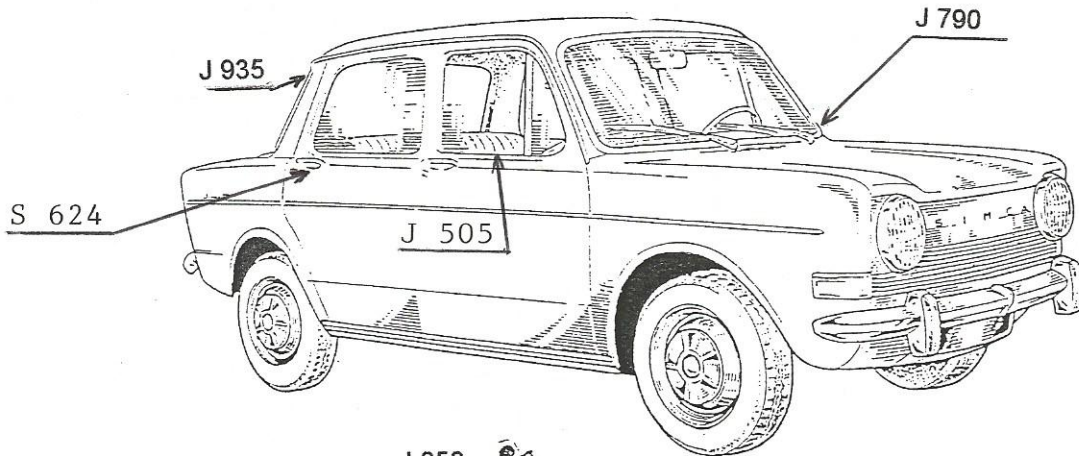
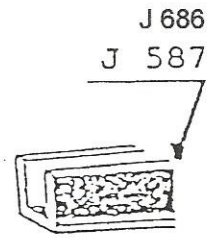
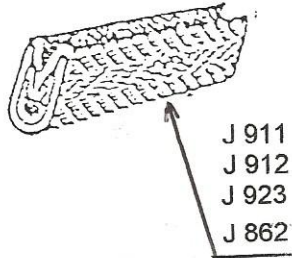
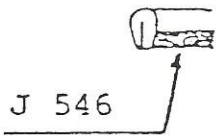


FIXATION 3 VIS
EN TRIANGLE



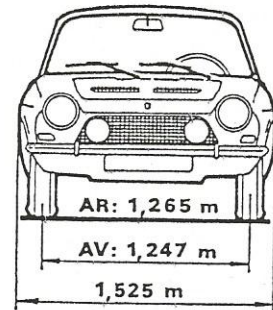
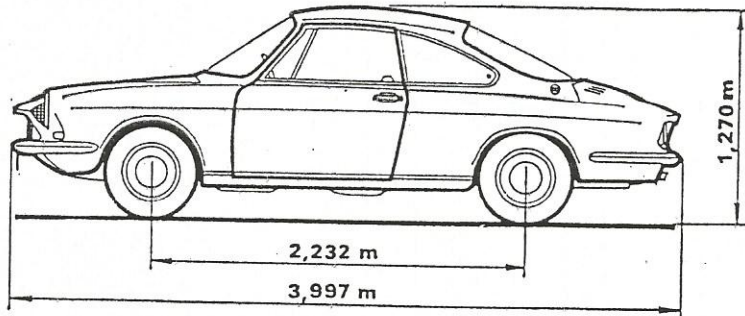
FIXATION 3 VIS EN TRIANGLE
1 PATTE EN BAS





SIMCA

Coupé "1200 S"



SPÉCIFICATIONS

4 cylindres en ligne à l'arrière.
4 temps : refroidissement par eau, radiateur avant.
Alésage : 74 mm ; course : 70 mm.
Rapport volumétrique : 10,25 à 1.
Puissance fiscale : 7 CV.
Puissance maxi DIN : 80 ch à 6.000 tr/mn.
Couple maxi DIN : 10,5 m.kg à 4.500 tr/mn.

2 Solex horizontaux double corps 35 PHH-4.
Pompe à essence S.E.V.-Marchal.
Filtre à air sec.

Batterie 12 volts, 40/45 Ah.
Allumeur Ducellier ou S.E.V.-Marchal à avance centrifuge et correction à dépression.
Bobine Ducellier 2772 à bain d'huile.
Ordre d'allumage : 1-3-4-2 (n° 1 côté volant).
Bougies S.E.V.-Marchal 34 HS.
Bougies KLG platine E 90, Eyquem platine 90 L.

4 vitesses avant synchronisées et marche arrière.
Commande au plancher.
Boîte formant corps avec la transmission.
Couple hypoïde 9 X 35 (rapport 0,257).

Roues indépendantes par ressort à lames transversal inférieur et bras supérieurs.
Amortisseurs hydrauliques télescopiques.
Direction à crémaillère.
Freins à disque assistés à double circuit.

Roues indépendantes tirées par des bras obliques.
Ressorts hélicoïdaux.
Amortisseurs hydrauliques télescopiques à double effet logés dans les ressorts.
Freins à disque.

CAPACITES

Réservoir essence à l'arrière : 53 L.
Eau : 11 L.
Carter moteur : 4 L.
Boîte de vitesses-pont : 1,8 L.
Direction : 0,15 L.

MOTEUR



CARBURATEUR



ALLUMAGE



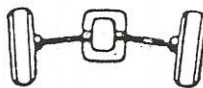
BOITE



TRAIN AV



TRAIN AR



DIVERS

RÉGLAGES GROUPÉS

Calage de la distribution avec jeu de marche de 0,30 mm admission, 0,35 mm échappement.
A O A : 20°
R F A : 65°12
A O E : 63°
R F E : 22°12

Diffuseur : 29.
Gicleur principal : 120.
Ajustage d'automatisme : 170.
Gicleur de ralenti : 45.
Gicleur essence starter : 90.
Ralenti 950 + 0
+ 50 tr/mn.

Avance initiale : 12° sur vilebrequin.
Avance centrifuge maxi : 14° sur vilebrequin à 4.000 tr/mn moteur.
Correction à dépression : 14° sur vilebrequin 200 mm/hg.
Ecartement des contacts : 0,45 ± 0,05 mm.
Angle de came : 55 ± 3°.
Ecartement des électrodes : 0,60 mm.

Rapports de démultiplication :

1 ^{re}	: 0,282 à 1
2 ^e	: 0,472 à 1
3 ^e	: 0,710 à 1
4 ^e	: 1,038 à 1
M. AR	: 0,291 à 1

RÉGLAGES A VIDE

Chasse : 8° ± 30'.
Carrossage : 1°30' ± 30'.
Pincement : 2 ± 1 mm.
Démultiplication direction : 16 à 1.
Diamètre de braquage hors tout : 10,4 m.
Pression de gonflage : 1,4 bar (Michelin XA S).

Carrossage (négatif) : 3° ± 30'.
Pincement : 3 mm (± 1).
Pression de gonflage : 1,8 bar (Michelin XA S).
Pneus de 145 X 13.

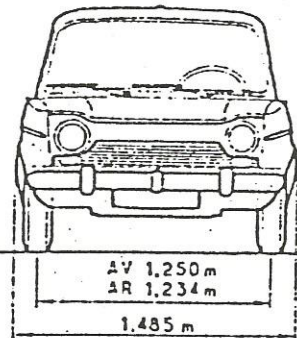
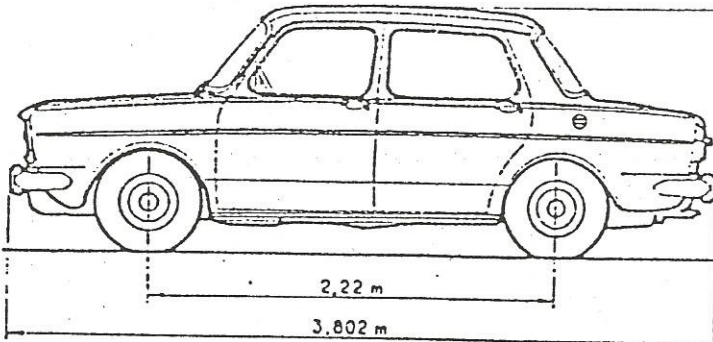
Poids total à vide : 890 kg.

COUPLES DE SERRAGE

Culasse : 6,25 m da N.
Chapeaux de paliers : 6,5 m da N.
Chapeaux de bielles : 4,25 m da N.
Vis de volant : 5,5 m da N.

SIMCA "1000"

Modèles 1968



SPÉCIFICATIONS

RÉGLAGES GROUPÉS

Avec moteur 349 S. Entre parenthèses particularités du moteur 349.
 4 cylindres en ligne.
 Quatre temps, refroidissement par eau.
 Alésage X course : 68 X 65 mm; cyl. : 944 cm³.
 Rapport volumétrique : 9,4 (8,2) à 1.
 Pression de compression : 13 ± 0,5 kg/cm².
 Puissance fiscale : 5 CV.
 Puissance maxi : 42 (40) ch à 5 600 tr/mn.
 Couple maxi : 6,7 (6,5) m.daN à 3 300 (3 400 tr/mn).

Weber 32 ICR 2 (32 ICR 1) ou Solex 32 BICSA inversé avec pompe de reprise mécanique et volet de départ à commande manuelle.
 Pompe à essence : SEV-Marchal 72 YC ou AC type YH référence 7904.

Batterie : 12 V 40 Ah.
 Allumeur : Ducellier 4242.
 Ordre d'allumage : 1-3-4-2 (n° 1 côté volant).
 Bobine Ducellier 2772.
 Bougie : AC 41 - 8 XL (42 XL) - SEV-Marchal 34 (35) HS ou GT 34 H. KLG FFE 80 W (FFE 80 B). Eyquem 80 LW (80 LB) - (Champion N 6 Y).

4 vitesses avant synchronisées et M. AR.
 Commande sur le plancher.
 Boîte formant corps avec la transmission.
 Couple hypoïde 8 X 35 (rapport 0,228).

A roues indépendantes par ressort transversal inférieur et bras de suspension supérieurs.
 Amortisseurs hydrauliques télescopiques.
 Le ressort transversal agit comme barre anti-roulis.
 Direction Gemmer à amortisseur.

A roues indépendantes tirées par bras oscillants.
 Ressorts hélicoïdaux.
 Amortisseurs télescopiques à double effet logés dans les ressorts.

CAPACITES (litres)

Moteur 3 (+ 0,3 cartouche) HD 10, W 30.
 Boîte-pont : 1,8 EP 90.
 Freins-embayage : Lockheed 55.
 Circuit refroidissement : 6,0.
 Carburant : 36.

MOTEUR



CARBURATEUR



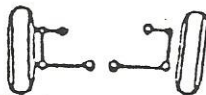
ALLUMAGE



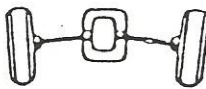
BOITE



TRAIN AV



TRAIN AR



DIVERS

Fonctionnement de la distribution (avec jeu théorique de 0,37 mm aux culbuteurs) :

AOA : 13° avant PMH.
 RFA : 55°20' après PMB.
 AOE : 45° avant PMB.
 RFE : 13°20' après PMH.

Jeu de marche à froid : 0,30 admission - 0,35 mm échappement.

Jeu de marche à chaud : 0,35 adm. - 0,40 mm éch.

	Weber	Solex
Diffuseurs	25,5 et 4,5	349 S et (349) 25
Gicleur principal ...	130	105
Ajutage automatique	180 (165)	180
Gicleur ralenti	40	40
Gicleur pompe	50	40
Pointeau	150	150
Flotteur	11 g	5,7
Niveau flotteur	5 à 5,5 mm	—
Tube émulsion	F 20	S 22

Avance initiale : 10° (12°).

Avance centrifuge : 14 ± 1° à 2 350 tr/mn (allumeur).

Avance à dépression : 8 ± 1° à 420 mm Hg.

Ecartement contacts : 0,45 ± 0,05 mm.

Angle de came : 56° ± 1°.

Ecartement électrodes : 0,6 mm.

Rapport de démultiplication :

1^{re} : 0,282 à 1.

2^e : 0,472 à 1.

3^e : 0,710 à 1.

4^e : 1,038 à 1.

M. AR : 0,291 à 1.

REGLAGES A VIDE

Chasse : 7°30' ± 1°.

Carrossage : 30' ± 30'.

Pincement : 3 ± 1 mm.

Démultiplication direction : 13,2 à 1.

Diamètre de braquage : 9,00 m.

Pneumatiques : conventionnels 5,60 X 12 gonflés à 1,1 bar.

CONTROLE A VIDE

Carrossage : 4 ± 1°.

Pincement : 0 ± 0,5 mm.

Pneumatiques gonflés de 1,7 à 1,9 bar.

Poids remorquable : 500 kg.

Poids à vide en ordre de marche : 760 kg.

Poids total autorisé en charge : 1 150 kg.

COUPLES DE SERRAGE (en m.daN)

Vis de culasse : 6,5 (à froid).

Chapeaux de bielles : 3,75.

Chapeaux de paliers : 6,5.

Fixation volant moteur : 5,5.