

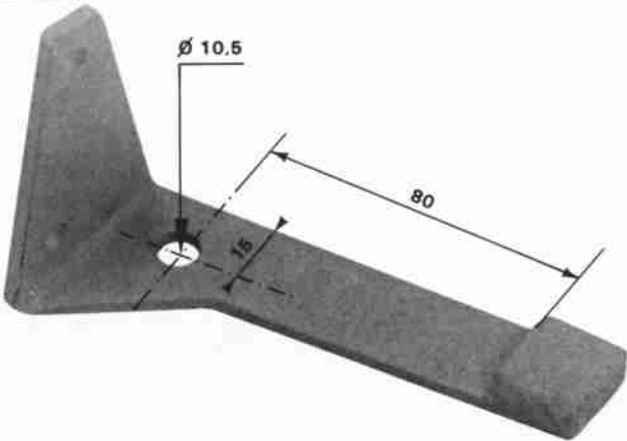
	<div>5</div>	LIST OF OPERATIONS TO BE FOUND IN THE SECTION: GEARBOX - DRIVE SHAFTS				Vehicle concerned		1
Operation Number	Description	Symbols	BX.PETR. 1360 cc	BX.PETR. 1580 cc 1905 cc	BX.PETR. 1905 cc	BX.DIES. 1769 cc 1905 cc		
AUTOMATIC GEARBOX								
XB auto 350	Tools.		X			X		
XB auto 350-001	Diagnostic		X			X		
XB auto 350-00	Specification and special features of the automatic gearbox		X			X		
XB auto 350-0	Checks and adjustments.					X		
XB auto 350-0 a	Checks and adjustments (DIESEL vehicle)					X		
XB auto 350-1	Removal and refitting of the automatic gearbox.			X		X		
XB auto 351-1	Working on the gearbox. (off the vehicle)			X		X		
XB auto 352-1	Working on the gearbox. (in the vehicle)			X		X		
XB auto 354-1	Carrying out work on the selector lever			X		X		

CITROËN 	5	GEARBOX	XB auto 350	1
<div data-bbox="899 2550 1927 2867"><div>RECOMMENDED TOOLS</div></div>				

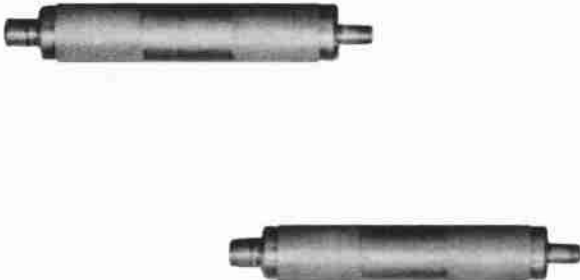
2	XB auto 350	RECOMMENDED TOOLS	5	CITROËN 
<div>TOOLS AVAILABLE FOR SALE 3186-T: RP Ref. OUT 20-3186-T Converter retaining tool for GS and GSA gearboxes (drill a hole dia. 10.5 mm as on photo). 6330-T: RP Ref. OUT 30-6330-T Pull handle for fitting and removing the converter. TOOLS NOT AVAILABLE ON SALE MR. 630-22/28 A Shim for adjusting the C 35 gearbox conical distance (RP No.: 5.411.423 to 5.411.460). A shim must be used for fitting the converter seal. MR. 630-22/28 B The hook for removing the converter seal should be made up as shown on drawing. STANDARD SIZE TOOL TORX EX 27 End fitting for housing and hydraulic control block screws.</div>				

3186-T



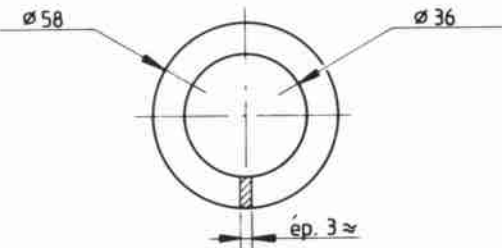
85-41

6330-T



80-1272

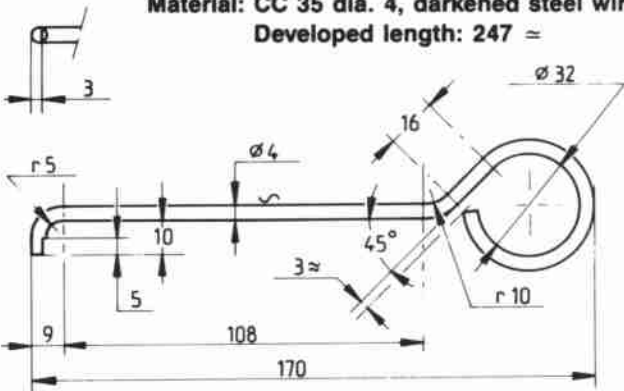
Use of a washer from the series No. 5.411.423 permitted.



MR. 630-22/28

A

A: DETAIL
Material: CC 35 dia. 4, darkened steel wire.
Developed length: 247 ≈



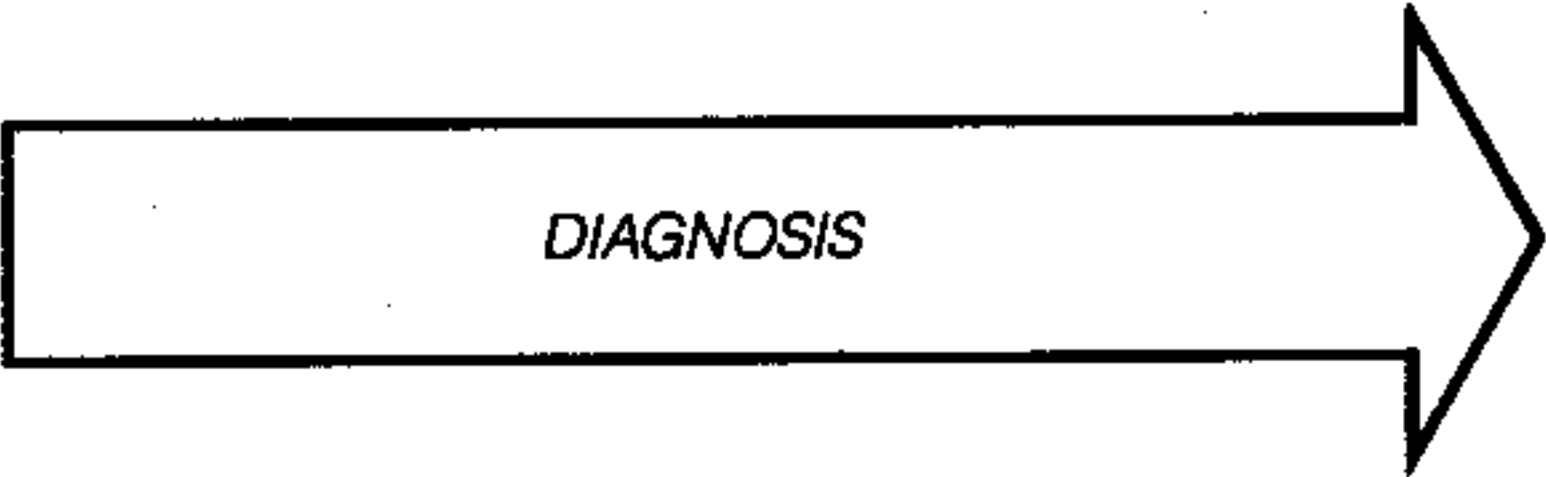
MR. 630-22/28

B

TORX EX 27



80-1574



(*) The hydraulic block should be changed before replacing the automatic gearbox.

- The level of the oil in this type of gearbox is very important.
- Once repairs have been carried out, it is imperative that the oil level is checked (refer to the chapter: "Lubrication", Operation XB auto 350-00).

SOURCE OF LEAKS	CURES
Venting <ul style="list-style-type: none">- Oil level too high- Oil inadequate (emulsion)	<ul style="list-style-type: none">- Top up the level- Replace the oil with a suitable oil.
Twin switch	<ul style="list-style-type: none">- Check the tightening- Replace the seal
Heat exchanger	<ul style="list-style-type: none">- Renew the seals- Fit a new exchanger.
Screws fixing the counter-shaft bearing	<ul style="list-style-type: none">- Replace the seals located under screw heads
Gearbox oil sump gasket.	<ul style="list-style-type: none">- Check the screw tightening- Exchange the gasket.
Side cover gasket.	<ul style="list-style-type: none">- Check the screw tightening.- Replace the gasket.
Selector-shaft seal.	<ul style="list-style-type: none">- Fit a new seal (see relevant chapter).
Base of kick-down cable.	<ul style="list-style-type: none">- Replace the O-ring seal after having removed the cable.
Band brake setting screw.	<ul style="list-style-type: none">- Loosen the screw; coat the screw threads with silicone paste for seals, then re-adjust.
Pressure take off plugs.	<ul style="list-style-type: none">- Change the seals.
Converter lipped-seal.	<ul style="list-style-type: none">- Extract the gearbox; replace the seal.
Converter housing gasket.	<ul style="list-style-type: none">- Remove the gearbox; fit a new gasket.
Converter.	<ul style="list-style-type: none">- Take off the gearbox; change the converter.



5

GEARBOX

XB auto
350-00

1

SPECIFICATION AND SPECIAL FEATURES
OF THE AUTOMATIC GEARBOX

	Vehicles concerned	①	②	③	Torque * converter
France	BX 16	2 GZ 03		2 GZ 10	T3
	BX 19 Diesel →07/87	2 GZ 04		2 GZ 11	M3
	BX 19 Diesel 07/87 →	2 GZ 14			
	BX 19 TRS	2GZ 06			E5
Export	BX 19 TRS with oxidation catalyst	2 GZ 19			
	BX 19 GT - TRS - TRI	2 GZ 05	2 GZ 17		

* Converter reference : colour marking, located of the front side of the converter, near the dowel pin.

GEARBOX EVOLUTION : REMINDER

- ① : Introduction of the 1st BX model
- ② : *SEPTEMBER 1986* : New differential and transfer gear ration specifications
- ③ : *JULY 1987* : The kick down cable has been altered.

SPECIFICATION			Speedometer drive ratio : Worm gear : 22 (N) - Pinion : 19 (N)					
Gearbox reference	Counter shaft (3) ratio	Final drive (2) ratio	A B	Speed in Kph per 1000 engine rpm Overall ratio				
				1 st gear	2 nd gear	3 nd gear	4 th gear	Reverse
2GZ03 2GZ04	51/59	16/59	A B	10.48 0.096	18.48 0.171	25.31 0.234	34.25 0.317	8.93 0.082
2GZ05 2GZ06 2GZ17	46/53	20/63	A B	12.31 0.114	21.72 0.201	2975 0.275	40.26 0.372	10.50 0.097
2GZ10 2GZ11 2GZ19	46/53	18/66	A B	10.58 0.097	18.66 0.172	25.56 0.237	34.58 0.320	9.02 0.083
2GZ14	49/51	17/65	A B	11.10 0.102	19.57 0.181	26.81 0.248	36.27 0.335	9.46 0.087
Epicycloidal ratio (primary shaft)				0.414	0.730	1.000	1.353	0.353

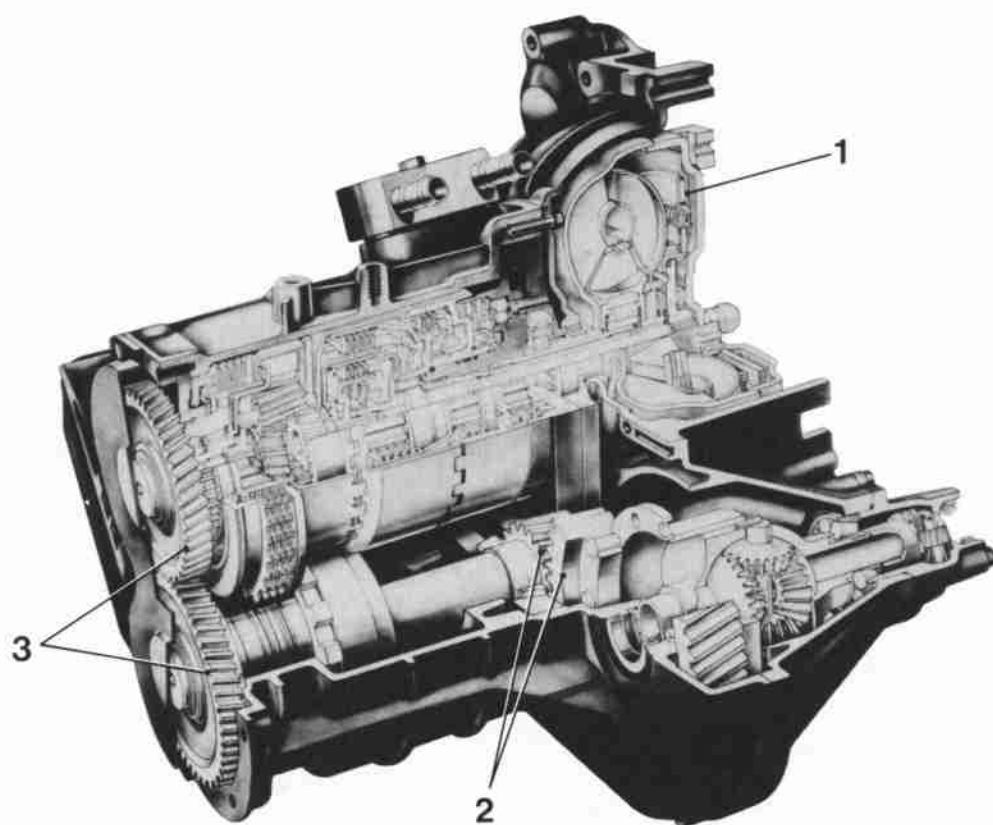
The speeds per 1000 rpm are for vehicles fitted with **165-70 R 14 MXL** type tyres having a **1.800** m rolling circumference under load.

Torque converter, 230 mm in dia. **made by** FICHTEL and SACHS.

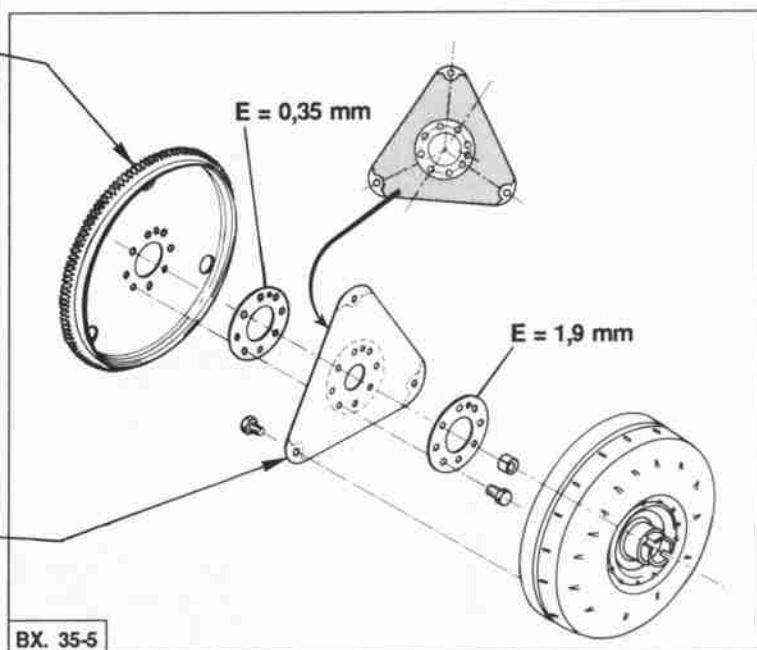
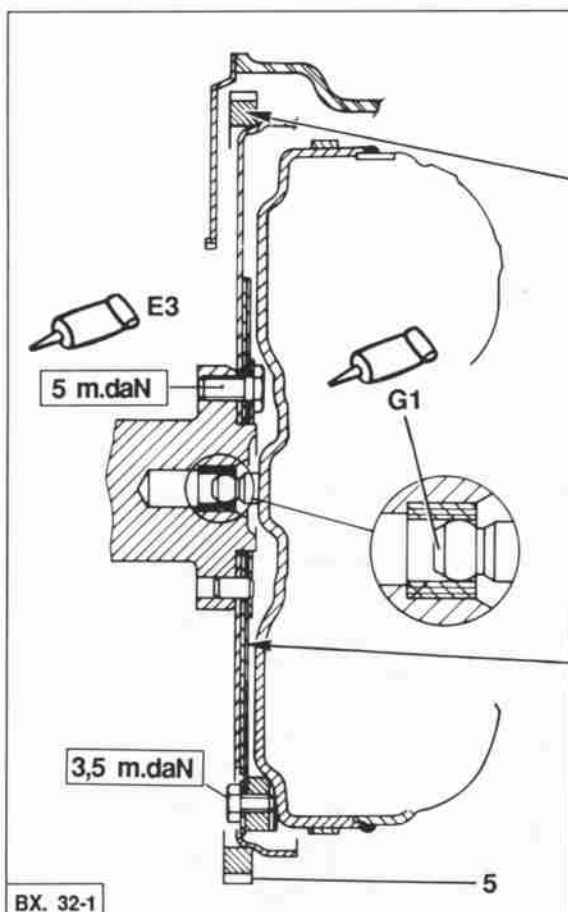
Locking speed : about 2200 rpm.

Torque multiplication : 2.13

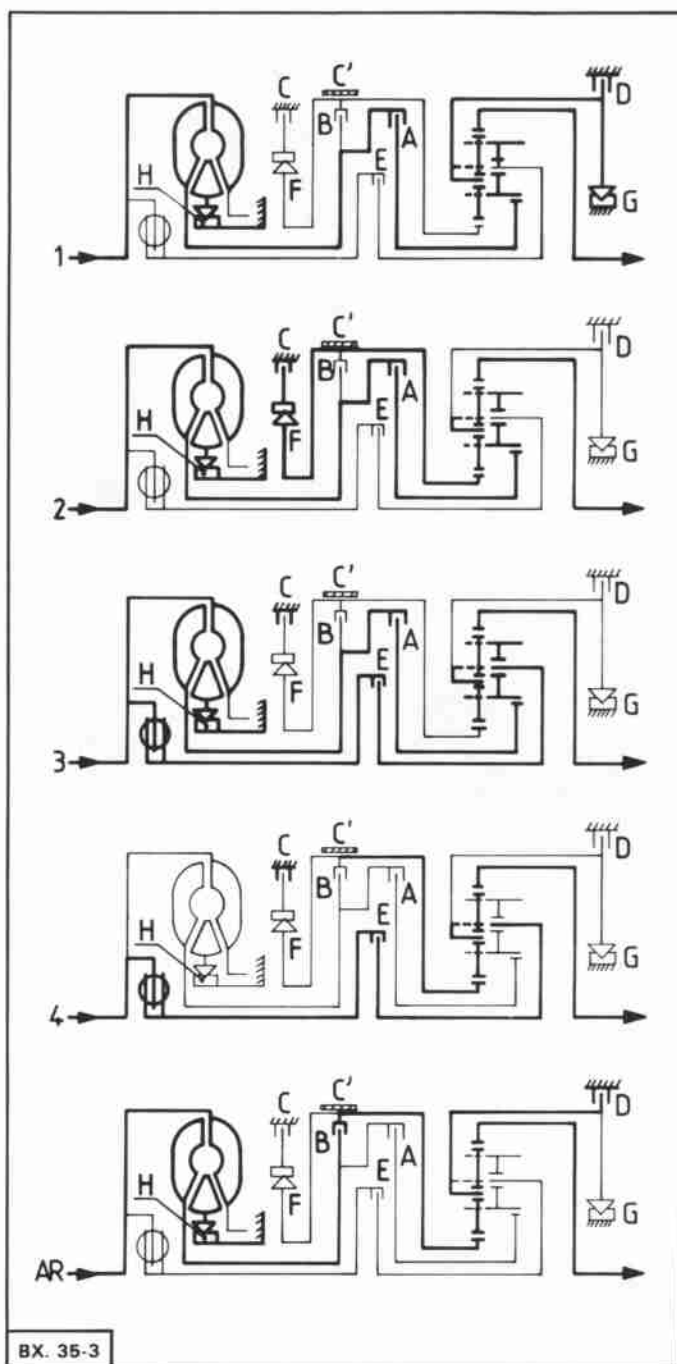
This torque converter is equipped with a damper hub **(1)** welded to the internal surface of the converter housing. The gearbox input shaft is moved by the converter via a splined hub. The spring hub operates when the 3rd or 4th gear only is engaged.



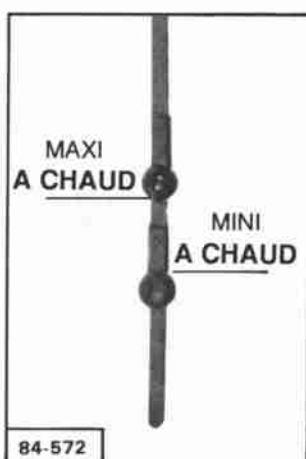
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BX. 32-1

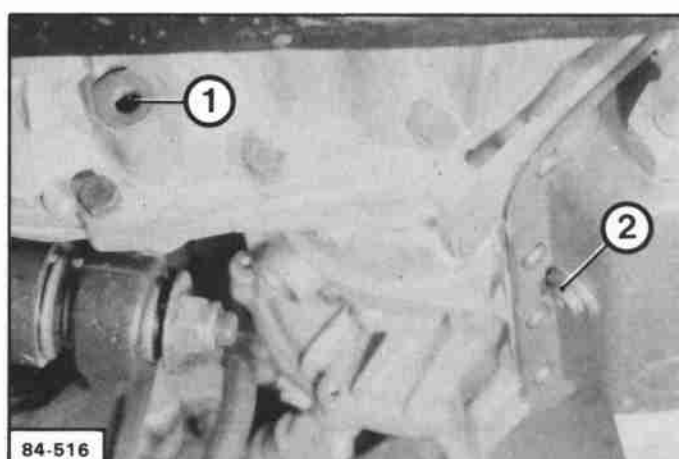


BX. 35-3



84-572

II



84-516

III



5

SPECIFICATION AND SPECIAL FEATURES
OF THE AUTOMATIC GEARBOXXB auto
350-00

5

Chart of the operating units : Fig. I

Gears	CLUTCHES		BRAKES				FREE WHEELS		
	A	B	E	C'	D	C	F	G	H
1	•				•			•	•
2	•			•		•	•		•
3	•		•						•
4			•	•					
REVERSE		•		•	•				•

Gear change speeds : (selector lever set to position "A")

Automatic gearbox reference	ACCELERATION PEDAL RELEASED						KICK DOWN MAX. ACCELERATION					
	1 ↗ 2	2 ↗ 3	3 ↗ 4	4 ↗ 3	3 ↗ 2	2 ↗ 1	1 ↗ 2	2 ↗ 3	3 ↗ 4	4 ↗ 3	3 ↗ 2	2 ↗ 1
2 GZ03	20	44	60	53	35	12	56	97	131	105	50	26
2 GZ04	14	38	55	51	35	10	43	80	109	98	77	40
2 GZ11												
2 GZ05	17.5	42.5	69.5	61	37	14.5	63	109	154	139	105	59
2 GZ06												
2 GZ17												
2 GZ10	16	45.5	61.5	54.5	41	13.5	54	101.5	138	125	96	51
2 GZ14	15	40	59	55	37	12	46	86	117	105	83	43
2 GZ19	15	36.5	60	52.5	32	12.5	54	94	132.5	119.5	90.5	51

Lubrication :

Grade of oil : TOTAL DEXRON D 20-356.

Total oil capacity (including the converter and exchanger) = **6.5 litres approx.**

The gearbox is fitted with a water/oil thermic exchanger.

An oil dipstick must be used to check the oil level

Oil change and refilling - Oil level checks :

- drain the gearbox through the two plugs (1) and (2) shown on **Fig. III**,
- the engine being stopped, pour **2.5 litres** of oil into the gearbox through the dipstick well,
- road test the vehicle, then check the oil level and top it up if necessary, **Fig. II**.

It is IMPERATIVE that the oil level be checked when the gearbox oil is hot (80°C approx.), with the engine running and the selector lever placed in the park position after it has been operated several times.

Towing :

Gear selector lever in neutral ("N" position) :

- Pour another litre of oil above the max. oil level.
- Do not drive over 50 km, at a maximum speed of 50 KPH.
- Top up the oil level once the vehicle has been reconditioned.

**Selection grille, Fig. 1 :**

"Curtain" type selection grille.

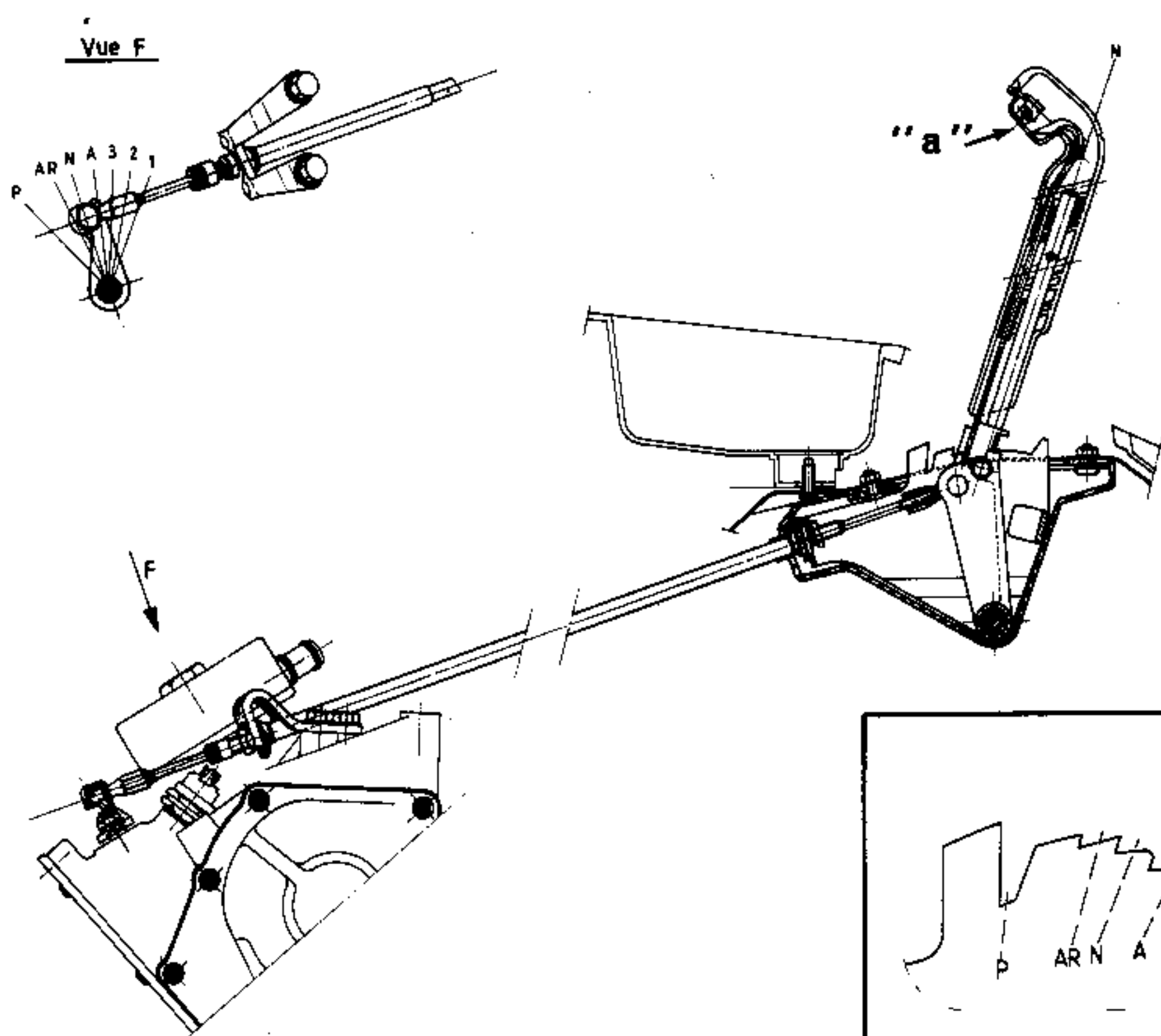
- (1)** The 1st gear is selected
- (2)** Automatic engagement of the 2 lowest ratios
- (3)** Automatic engagement of the 3 lower ratios
- (A)** Automatic engagement of the 4 forward ratios
- (N)** Neutral (starting position)
- (R)** Reverse.
- (P)** Park (starting position). A locking pawl prevents the gearbox from operating when the vehicle is at a standstill.

NOTE : Do not select position **P** while the vehicle is not **fully stopped**.


Gear selection security notches:

- between the **(P)** and **(R)** positions ;
- between the **(A)** and **(3)** positions ;
- between the **(A)** and **(N)** positions (*starting from 07/85*) ;
- between the **(N)** and **(R)** positions ;
- between the **(R)** and **(P)** positions.

These selection inhibitor notches can be cancelled on depressing switch "**a**".



BX. 35-2

CITROËN 	5	GEARBOX	XB auto 350-0	1
<div>CHECKS AND ADJUSTMENTS</div>				

I - ADJUSTING THE IDLING SPEED

The idling speed adjustment should be carried out with:

- selector lever on "P" position,
- engine hot,
- coolant fan stopped.

Set the idling speed to **800 + 50 rpm**
0

Checks:

- apply the handbrake,
- engage a gear on "A" position,
- make certain that the idling speed is:

650 + 50 rpm
0

II - ADJUSTING THE KICK-DOWN CABLE:

Adjustment of the kick-down cable should be carried out in the following conditions:

- engine hot (automatic choke no longer effective),
- idling speed correctly set,
- correct run of cable.

a) Adjust the accelerator cable, Fig. I.

- Disconnect the kick-down cable (3) from quadrant (2).
- Pull the accelerator cable threaded adjuster (1) and locate the pin so as to obtain a small clearance at "a".
- Depress the accelerator pedal right down and ensure that the carburettor throttle butterflies are fully open.

b) Adjust the kick-down cable, Fig. II.

Reconnect the kick-down cable (3) to the quadrant (2). Use nuts (5) of sleeve end fitting so that cable (3) can be free but with its strand taut. The stop (4) should be driven when quadrant (2) starts rotating.

Important. — A clearance "b" should exist between the stop and the sleeve end fitting.

Accelerate until the stiff point on cam is reached (without going past it).

The travel "c" of the stop on cable should be **39 mm Fig. III.**

Depress the accelerator pedal completely. Go past the cam stiff point and check that the carburettor butterflies are fully open.

III - ADJUSTING THE SELECTOR LEVER:

Uncouple the ball-joint socket (9) from the selector lever (8), on the gearbox.

Adjustments:

In the vehicle:

Bring selector knob (6) against its stop, in the "N" position, **Fig. IV.**

On the gearbox:

Push selector lever (8) fully forwards (when the "P" position is reached push the lever 2 notches backwards, in the "N" position. The selector lever (8) should be parallel with the rib, **Fig. VI.**

Operate the ball-joint socket (9) so as to position it opposite the ball joint of selector lever (8). Unscrew it by one or two turns until a clearance of **1 to 1.5 mm** between the selection grille and stop (7) of the selector lever, is obtained.

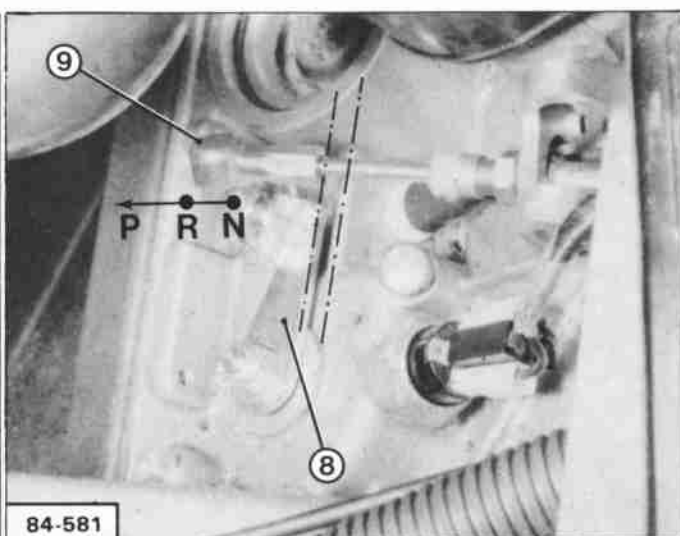
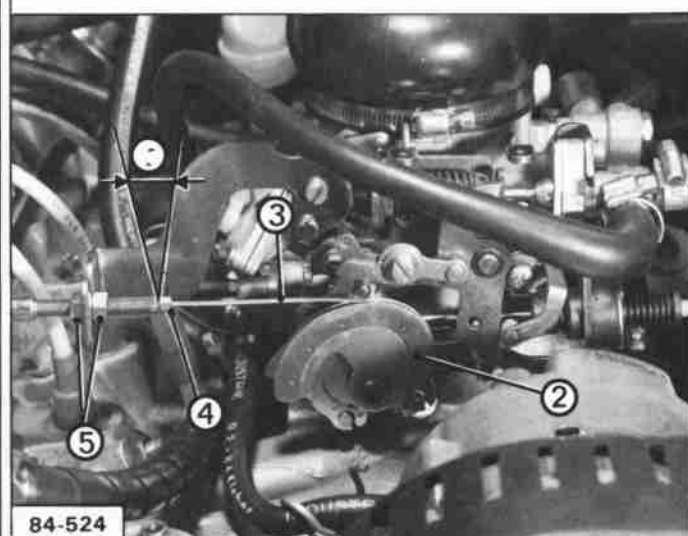
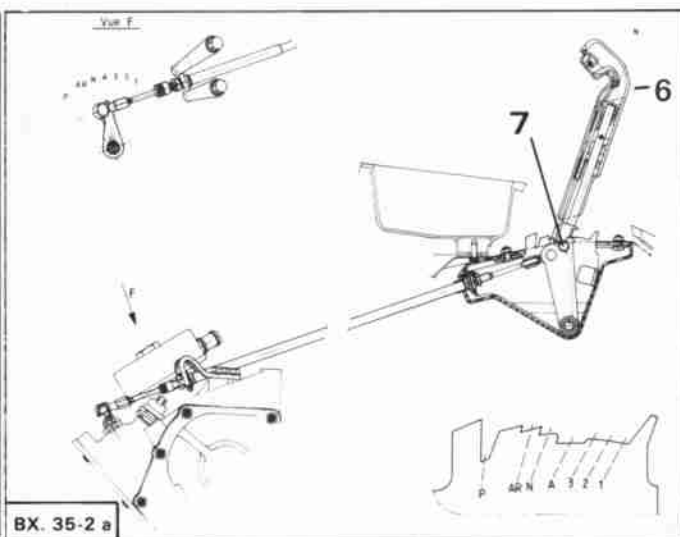
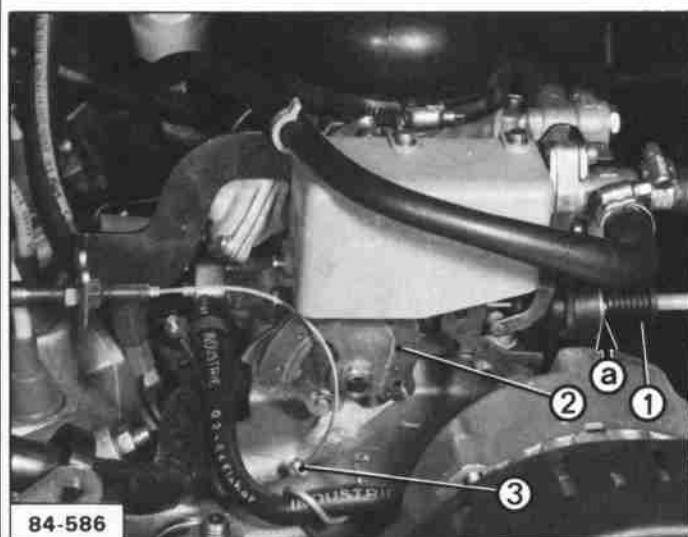
Checks:

Knob (6) of selector lever:

- in position "P": the vehicle should be stationary (and lock pin engaged in the gearbox).
- in position "R": the knob resting on its stop, the vehicle should not be stationary (lock pin disengaged in gearbox).
- in positions "P" and "N": the starter should operate.
- in positions "R" and "A" 3, 2 and 1: the starter should not operate.

Adjust the selection grille:

- set the selector lever in position "N".
- undo screw (11); switch on ignition.
- slide grille (10) in order to place the warning light in the "N" position. Retighten screw (11).
- make sure that the warning lamp reading is correct by engaging the various gears. Re-adjust if need be.





5

GEARBOX

XB auto
350-0 a

1

CHECKS AND ADJUSTMENTS
(DIESEL engined vehicle)

**I - ADJUSTING THE BOSCH INJECTION SYSTEM :****a) Injection pump timing :**

No. 4 cylinder : 0.57 mm BTDC (or 8°)
for a pump piston lift 0.30 mm ABDC.

b) Idling speed :

Set to between 800 and 850 rpm.

c) Residual output (anti-stall) setting speed :

50 rpm above the idling speed.

d) Fast idling :

from 1150 to 1250 rpm.

e) Max. governed speed, (no load)

Should be from 5100 to 5200 rpm

NOTE : These various adjustments are to be carried out with the selector lever in position "P" or "N"

II - ADJUSTING THE KICK-DOWN CABLE :

The kick down should be adjusted in the following conditions :

- engine hot,
- injection system correctly set,
- a correct run of cable ensured.

a) Connect kick-down cable (1) to journal (4) :

Turn nuts (3) of the sheath end so that :

- cable (1) is free but without slack, and
- lug (2) is pulled as soon as the accelerator is depressed

There should be **0.5 to 1 mm** clearance between lug (2) and the sheath stop, (the lever being in the idling position).

b) Depress the accelerator pedal until the kick down point is reached (without going past it).

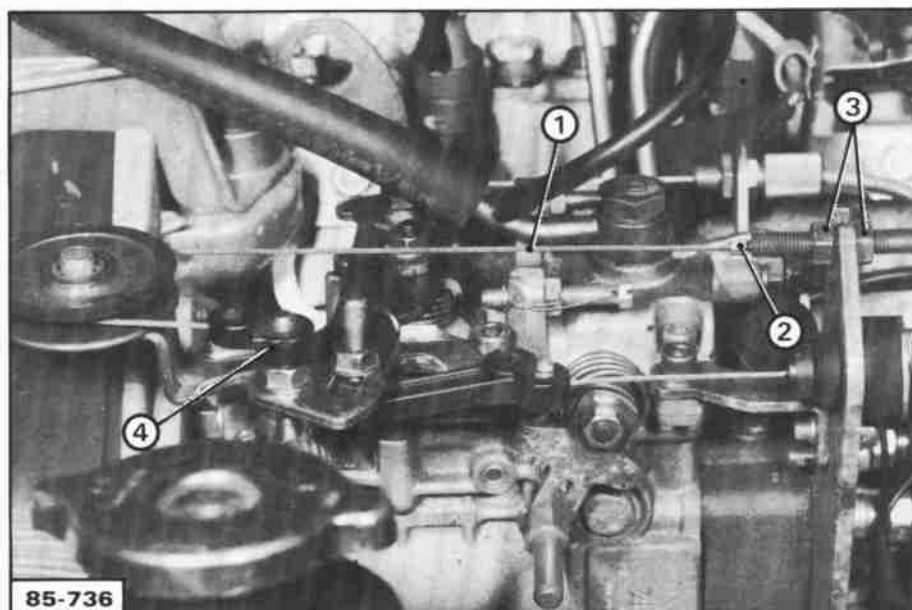
the lug travel should be : **X = 39 mm.**

c) Fully depress the accelerator pedal (going past the kick down point)

the lug travel should be : **Y = 47 mm**

Move journal (4) into its adjustment slot to reset the value obtained if necessary.

III - ADJUSTING THE SELECTOR LEVER : See Operation XB auto 350-0.



CITROËN 	5	GEARBOX	XB auto 350-1	1
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REMOVAL

Jack up the vehicle with the wheels hanging free (car in the horizontal position).

Drain the gearbox through plugs (1) and (2), **Fig. I.**

Remove:

- the front wheels
- wheel arch plastic protective plates
- the air filter
- the battery

Removing the L.H. drive-shafts:

Take off the bolt (35 mm A/F), **Fig. II.**

Tool 6310-T MUST be used. Fasten it with the wheel screws in order to prevent the disc retaining screws from being sheared off.

Disconnect the lower suspension arm and steering track rod ball joints with tool **1892-T**, **Fig. III.**

Uncouple the anti-roll bar.

Dismantle the drive-shafts, **Fig. IV.**

Removing the R.H. drive-shafts, Fig. V:

Take off the two bolts (4) from the drive-shaft bearing.

Uncouple the ball-joints from the lower suspension arm and the steering track rod.

Draw the swivel apart; disengage the drive-shafts from the gearbox.

Hold the swivel apart by means of a shim (5). *Be careful not to damage the ball-joint rubber moulding.*

Remove: Fig. V.

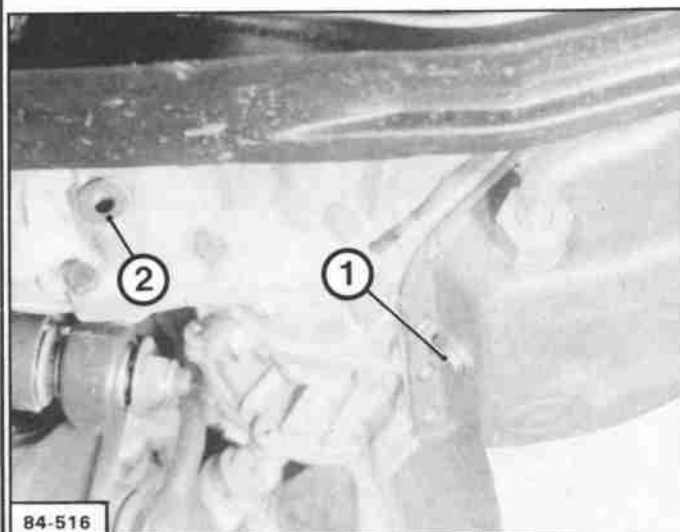
- longeron (6),
- oil dipstick pipe (7).

Extract: Fig. IV.

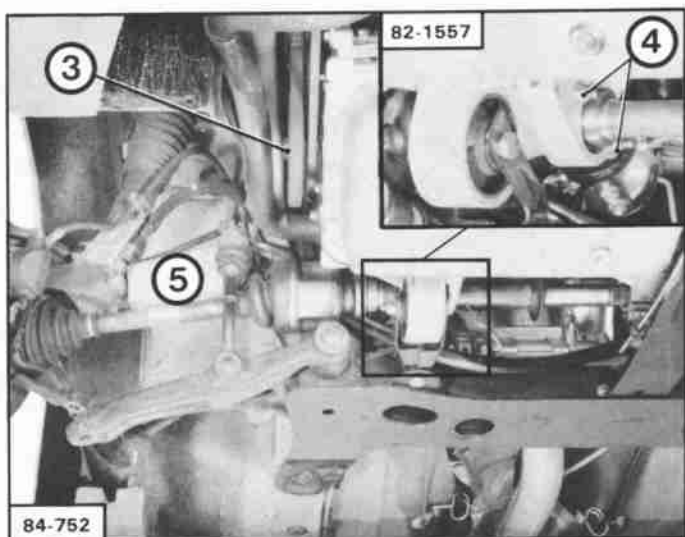
- the main accumulator (8),
- the converter protection plate (9).

Take off: Fig. VIII.

- the three screws (10) of the converter diaphragm by moving the engine via crankshaft pulley screw (3), **Fig. V,**
- the gearbox screw at "a".



I



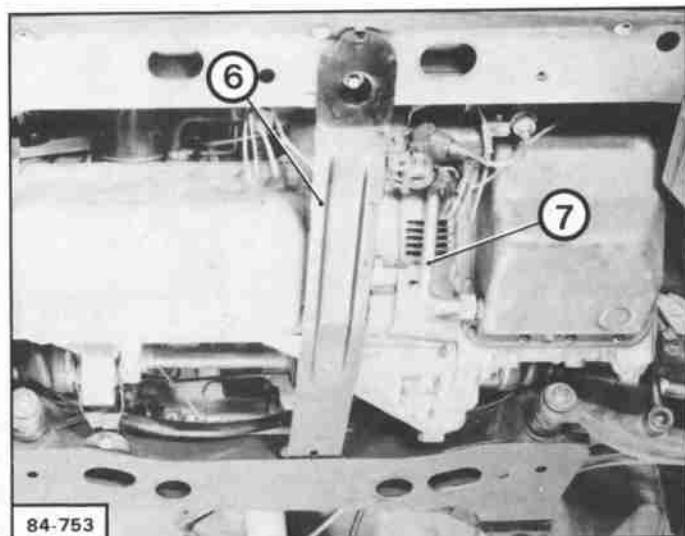
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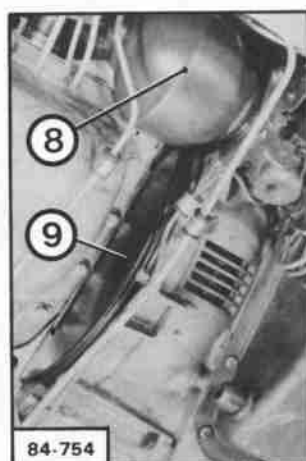
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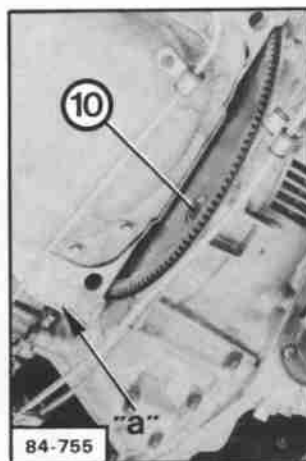
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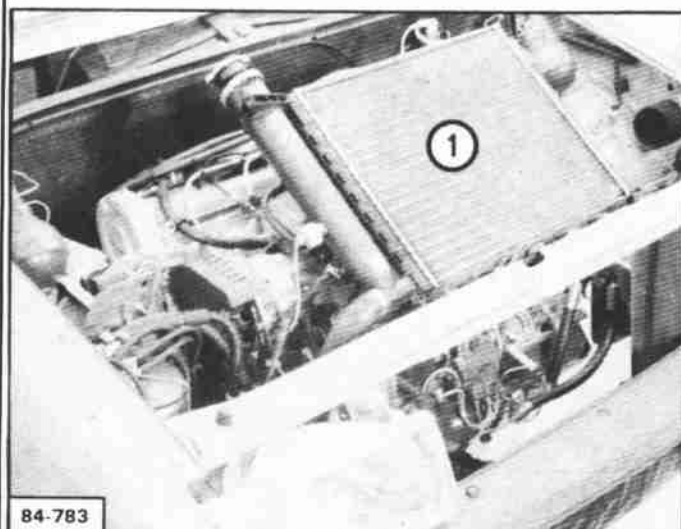
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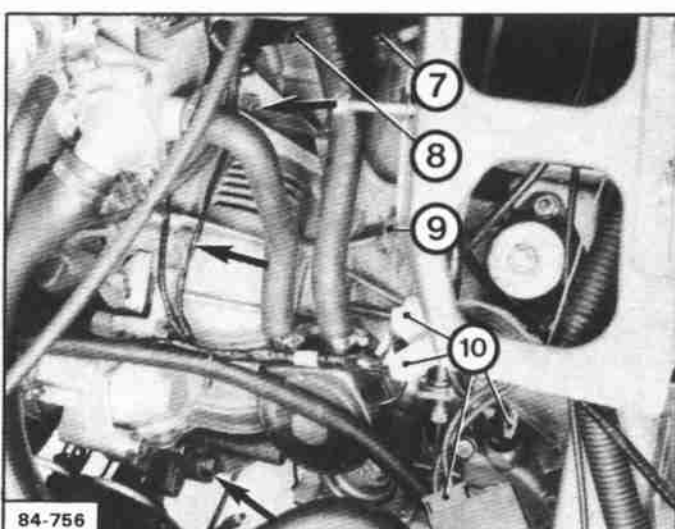
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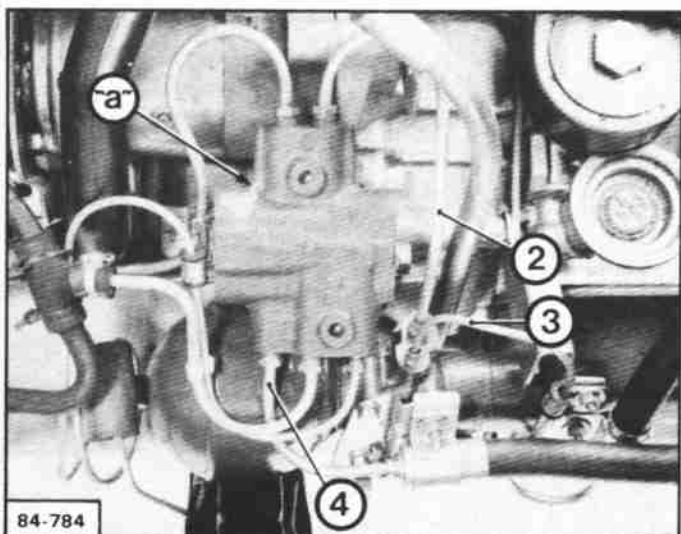
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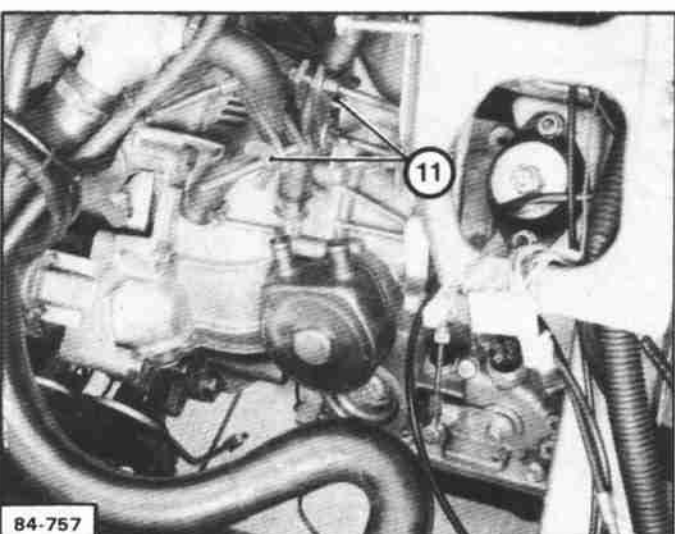
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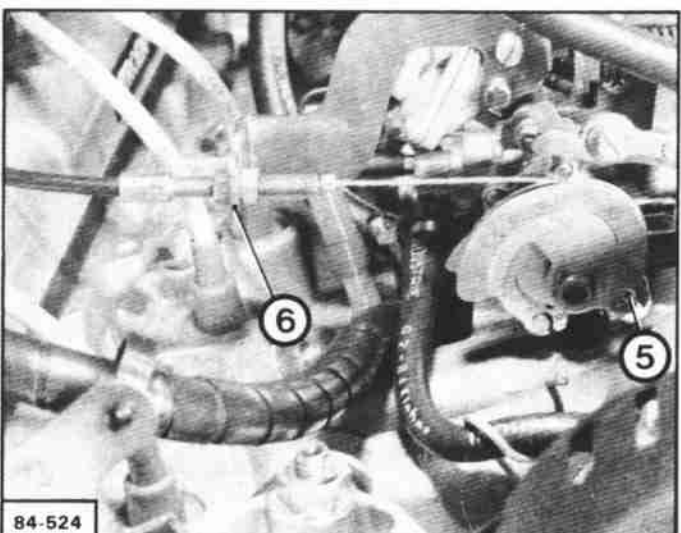
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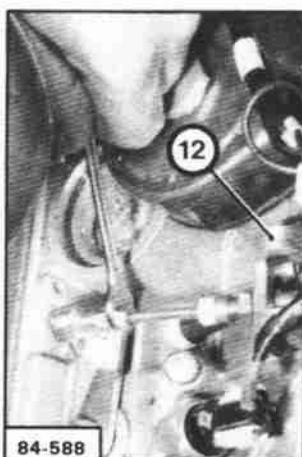
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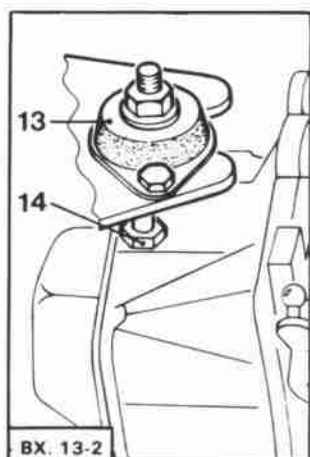
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III



VI



VII



REMOVING AND REFITTING AN AUTOMATIC GEARBOX

**XB auto
350-1**

5

Removing the pressure regulator :

Mechanical steering :

Uncouple the hydraulic pipes ; remove the pressure regulator.

Power steering :

Remove :

- the electric cooling fan,
- the radiator fixing plate.

Fit radiator (1) to the crossmember, *protecting the radiator grill*, **Fig. I**.

Uncouple hydraulic pipes (2), (3) and (4) and the pressure regulator leak off return pipe, releasing them from their attachments, **Fig. II**.

Remove the pressure regulator.

Take off the two screws securing the hydraulic fluid regulator at "a".

Refit, temporarily :

- the longeron to the subframe,
- the radiator.

Disconnect, Fig. III, the kick-down cable from carburettor (5) and holder (6).

Disconnect : Fig. IV,

- wiring harnesses (10)
- earthing leads (7)
- speedometer cable (8).

Place, Fig. V, clamps (11) on heat exchanger feed hoses and uncouple them.

Uncouple : Fig. VI gearchange cable and remove support (12) securing screws.

Insert sling in lifting ring (9), **Fig. IV** (using one chain of sling **2517-T**).

Remove, **Fig. VII**, the gearbox mounting (13) and also the mounting shaft (14).

Fit the engine to the longeron and take off the coupling screws, **Fig. IV** (3 screws, arrowed in photo, for the gearbox and 3 starter coupling screws).



Draw the gearbox apart from engine.

Install converter stop bracket **3186-T**.

Lower the gearbox under the vehicle.

Hold the converter in position with stop bracket 3186-T during the gearbox handling operation.

REFITTING :

Before reconnecting the gearbox, make sure :

- that centering ring (3) is fitted in the crankshaft and is in good condition (coat it with **G1** grease 1495), **Fig. III**,
- that centering rings (2) are in position, **Fig. II**.

If the converter is correctly engaged in the oil pump pinion, with stop bracket 3186-T fitted, it should not be prevented from rotating, Fig. II.

If the diaphragm has to be serviced, refer to ⑤ XB auto 350-00 page 3 for the correct assembly of the components.

Place the gearbox opposite the engine.

Remove stop bracket **3186-T**.

Fit the gearbox.

Tighten the screws (➡) connecting the engine to the gearbox and securing the starter motor, **Fig. IV**, to **4 mdaN**.

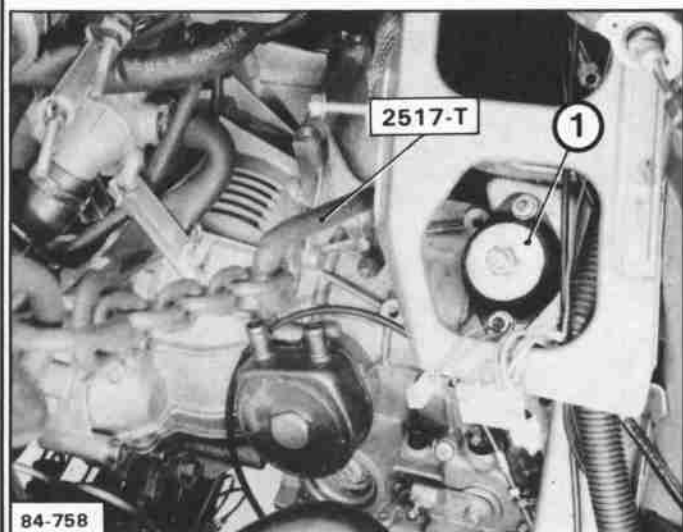
Slightly **raise** the gearbox so as to install the whole gearbox carrier (1).

Tighten the gearbox carrier shaft (5) to **5 mdaN** using LOCTITE FRENBLOC compound **E6**.

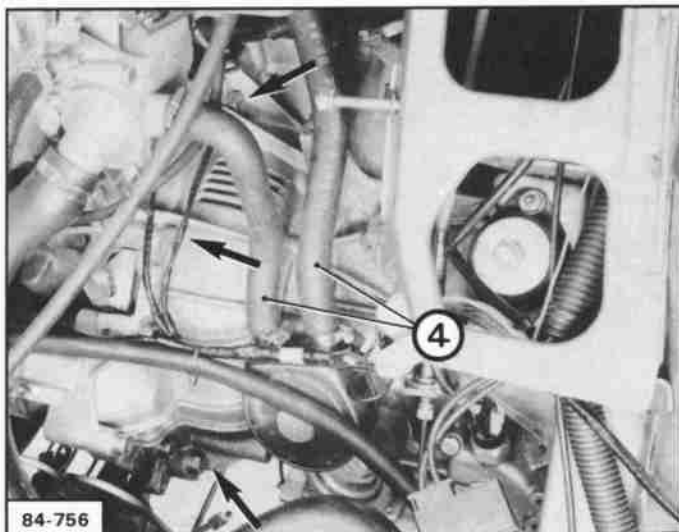
Fit gearbox carrier (1) ; tighten nut (7) to **3.5 mdaN** and screws (6) to **1.8 mdaN**.

Recouple :

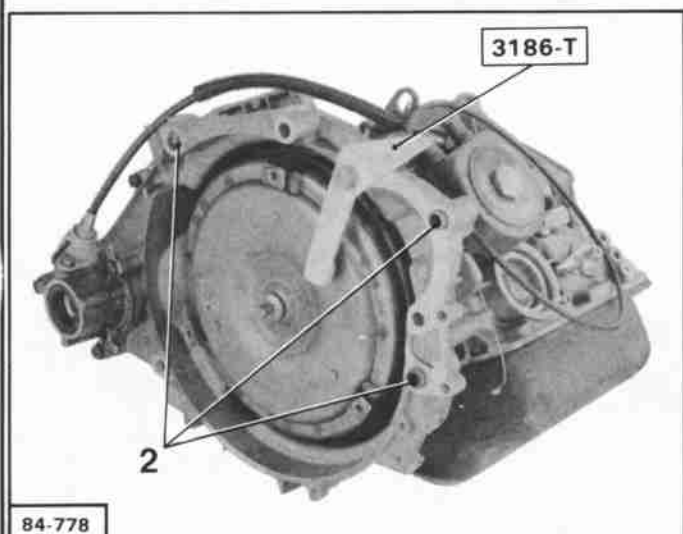
- hoses (4) to the heat exchanger, **Fig. IV**.
- gearchange control, (8) **Fig. VI** (adjust if necessary)
- earthing cables
- speedometer cable
- wiring harnesses
- the kick-down cable, **Fig. III** : to be adjusted with engine hot.



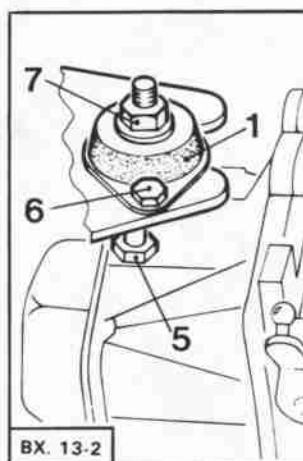
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IV



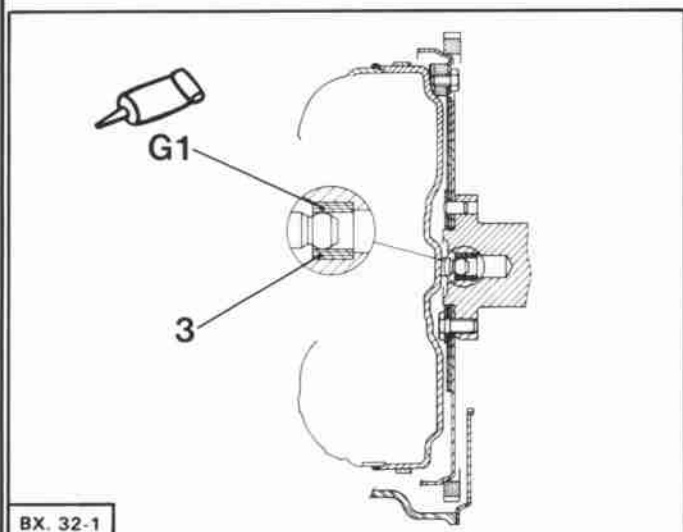
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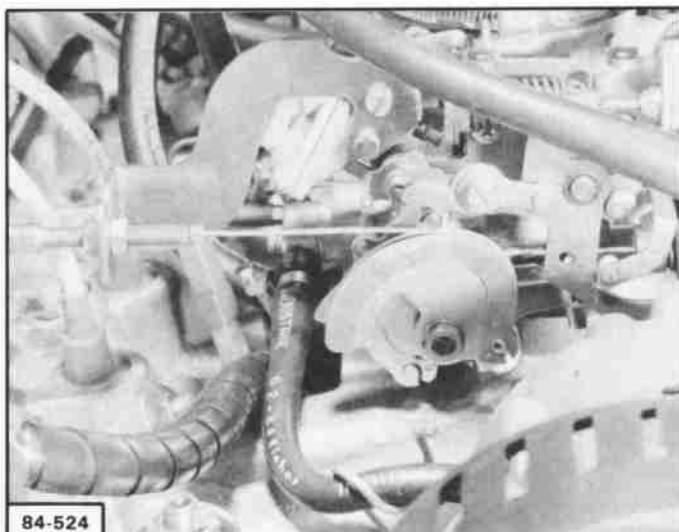
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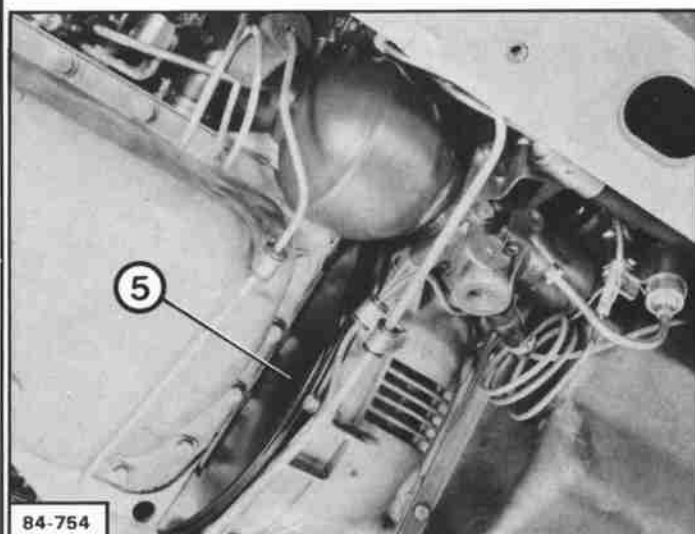
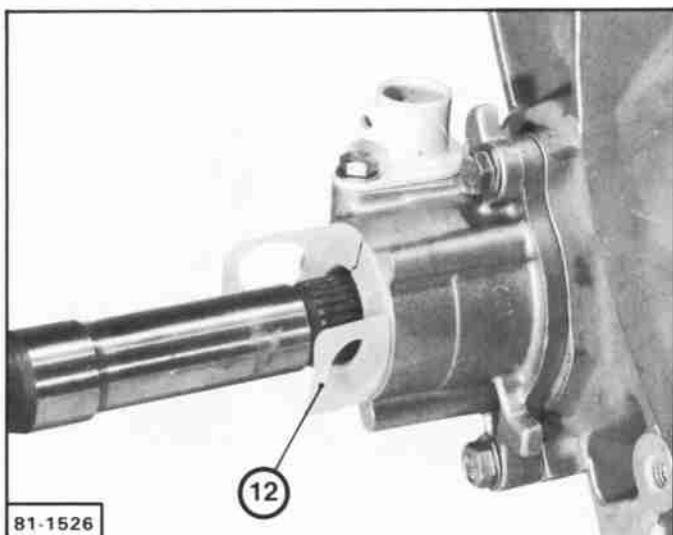
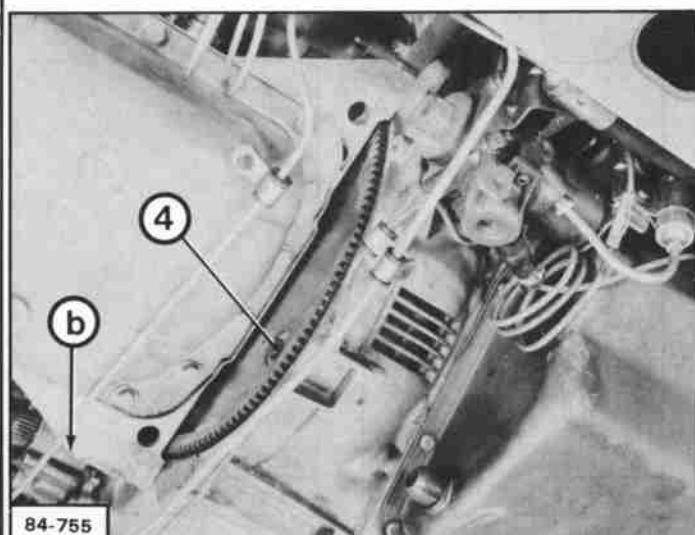
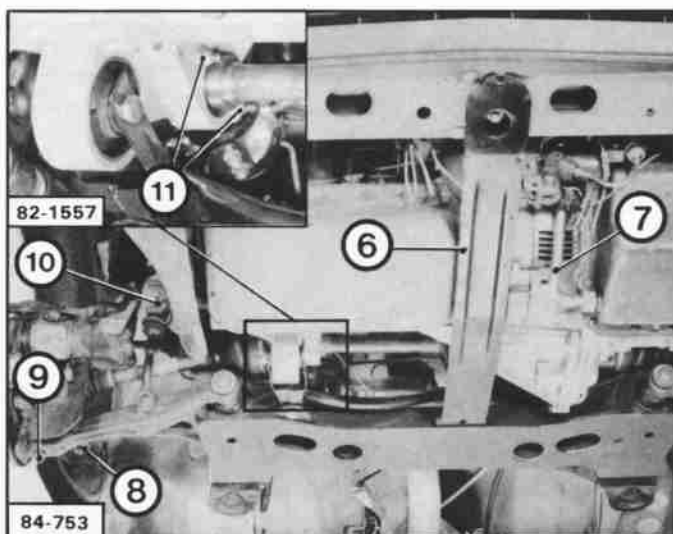
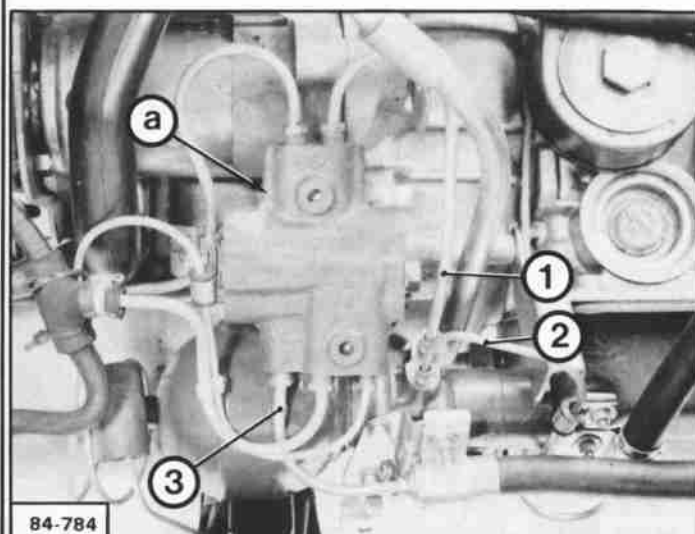
VI



III



VII



Remove the subframe longeron.

Refitting the pressure regulator:

Mechanical steering:

Fit the pressure regulator and couple up the hydraulic pipes.

Power steering:

Move the radiator.

Fit the pressure regulator, **Fig. I.**

Recouple hydraulic pipes (1) (2) (3) and the pressure regulator overflow return pipe.

Fit the two hydraulic fluid supply control device retaining screws at "a".

Refit the radiator and the cooling fan.

Fit:

- the gearbox fixing screw at "b",
tightening: 4 m.daN.
- the 3 converter diaphragm screws (4) (*with new flexible washers*)
tightening: 3.5 m.daN.
- converter protection plate (5), **Fig. III.**
- the main accumulator.

Refit: Fig. IV.

- longeron (6) to subframe; secure the hydraulic pipes,
- oil dipstick tube (7).

Reconnecting the drive-shafts:

Introduce the R.H. drive-shaft in seal, **Fig. V**, utilizing bush (12). Remove the bush once the drive-shaft spines have been engaged.

Position the screw heads (11) in such a way as to allow passage for the bearing.

Before the coupling operation, wipe the ball-joints but do not use solvent.

Tightening torque values:

- Swivel ball-joint nut (9): **3 m.daN.**
- Anti-roll bar link rod nut (10): **4.5 m.daN.**
- Steering track rod nut (8): **3.8 m.daN.**
- Drive-shaft nut: **27 m.daN.**

Reinstall:


- the wheelarch plastic protection panel
- the wheels
- the battery
- the air filter.

Refill the gearbox with 2.5 oil litres.

Drain the coolant circuit.

Adjust the kick-down cable, with engine hot, (see operation XB auto 350-0 in chapter ⑤).

Check the gearbox oil level at 80°C approx., with the engine rotating and the gear lever in the "park" position.

CITROËN 	5	GEARBOX	XB auto 351-1	1
<div>WORKING ON THE GEARBOX (REMOVED)</div>				

I - REMOVING AND REFITTING THE CONVERTER

Position handles **6330-T, Fig. I.**

Remove stop bracket **3186-T.**

Release the converter; place it on the handles to avoid losing oil.

Exchanging the seal:

Remove the converter seal using hook **MR. 630-22/28 B, Fig. II.**

Oil the new seal lip and outer section.

Fit the seal with washer **MR. 630-22/28 A, Fig. III.**

Refitting the converter:

Lubricate the converter pipe (1), **Fig. IV** with TOTAL DEXRON D 20-356 oil.

Position the converter in the axis of the gearbox shafts.

Turn the converter to engage the splines of the gearbox shafts and the converter driving pins (2) into the oil pump.

Fit stop bracket 3186-T, Fig. I.

If the converter is properly engaged in the oil pump gears, it should not be prevented from rotating.

II - REMOVAL AND REFITTING OF THE CONVERTER HOUSING SEALING GASKET.

Set the gearbox upright.

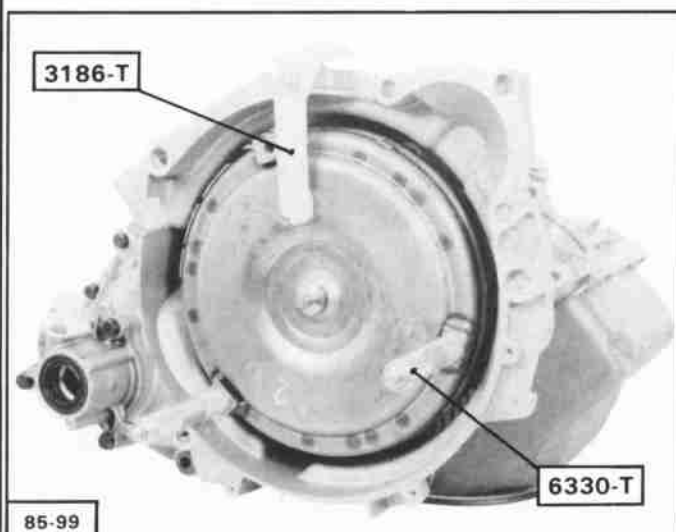
Remove the 17 screws of the converter housing as shown on photo, **Fig. V.** Remove the housing.

Put gasket (3), previously lubricated with TOTAL Dexron oil D 20-356 in place, **Fig. IV.**

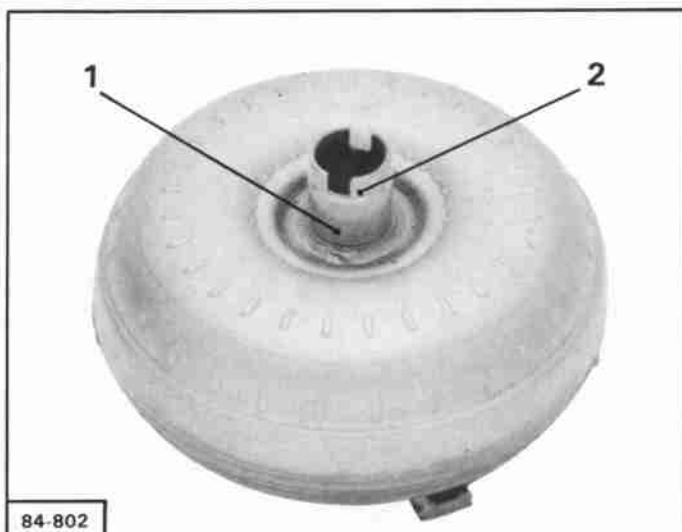
Place the tachometer screw in the differential output (4) operating dogs.

Refit the converter housing with the *centring ring* at "a", and the *longest screw*.

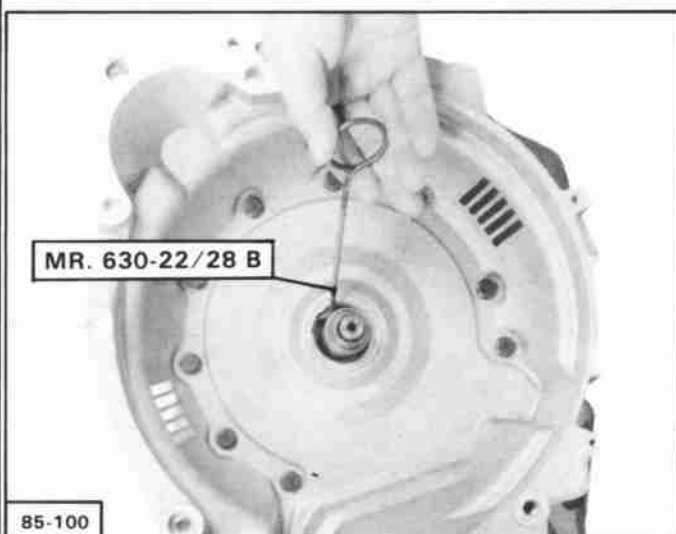
Tighten to 2.5 m.daN.



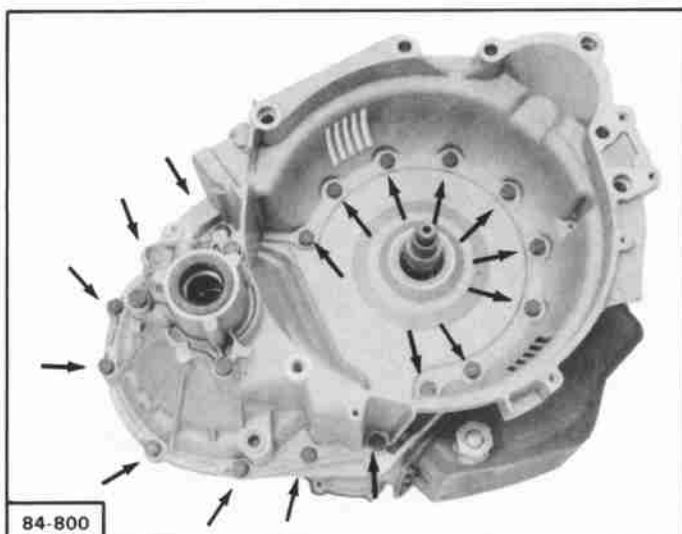
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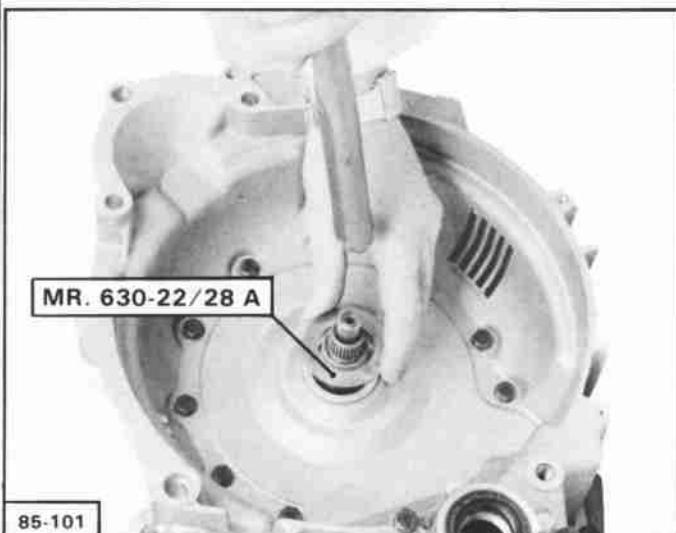
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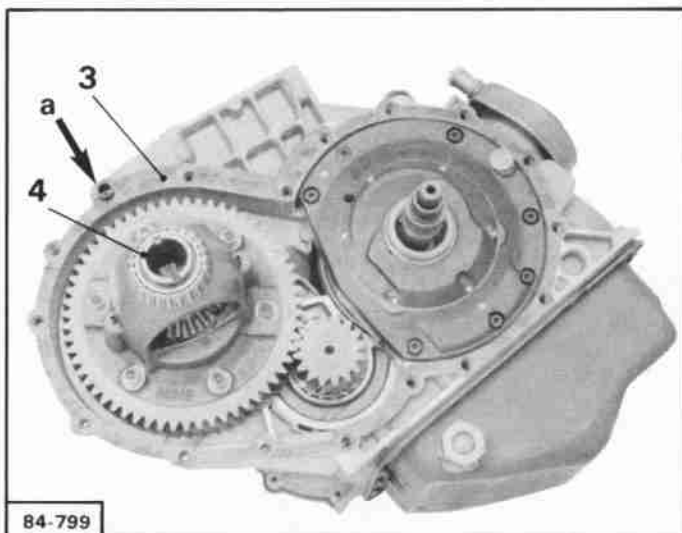
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VI

WORKING ON THE GEARBOX
(ON THE VEHICLE)

I - REMOVING AND REFITTING THE GEARBOX OIL SUMP

REMOVAL

Place the vehicle on a lifting platform.

Remove:

- the air filter,
- the three screws securing pressure regulator **(5)** to the gearbox.

Drain the gearbox: remove plugs **(1)** and **(2)** (8 and 5 mm in dia.). A slight flow of oil all along the operation is possible.

Dismantle the L.H. front wheel protector **(4)**.

Slacken dipstick nut **(3)** (30 mm A/F).

Remove the oil sump with gasket, (TORX E 27 slotted-head screw) (There is a magnet in the sump).

POSE

Ascertain that the magnet is existing in the oil sump.

Position the sump fitted with a new gasket.

Tighten the screws to **1 m.daN**.

Retighten oil dipstick nut **(3)** to **4.5 m.daN**.

Tighten the pressure regulator screws to **1.9 m.daN**.

Fill up the gearbox with oil (see operation XB auto 350-00, p. 5, of chapter ⑤).

II - REMOVAL AND REFITTING OF THE OIL PUMP STRAINER.

REMOVAL

Extract the oil sump.

Take off the strainer screws **as arrowed** in photo, **Fig. III**.

REFITTING

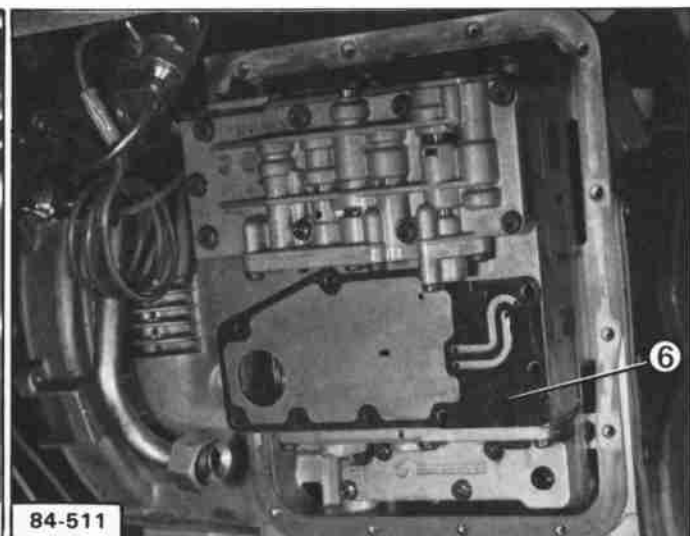
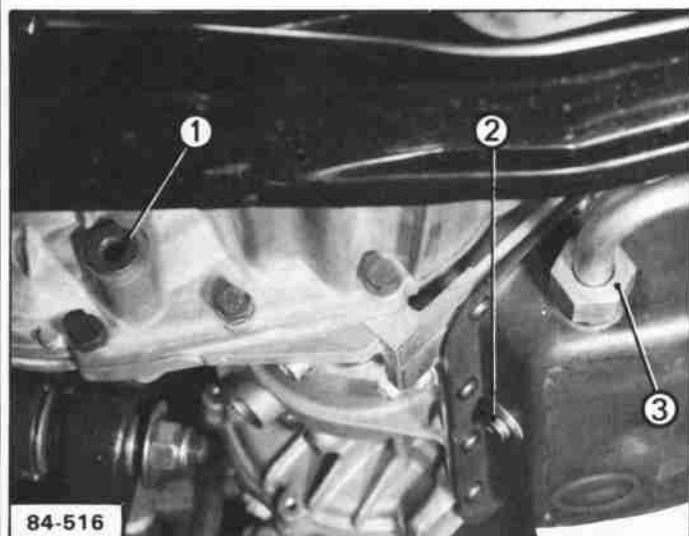
Lubricate the hydraulic block with automatic gearbox oil, then fit a new seal **(6)** to the block.

Insert ring seal **(7)** into strainer **(8)** and the strainer in its housing.

Fit the strainer unit paying attention to the lengths of screws, **Fig. VI**:

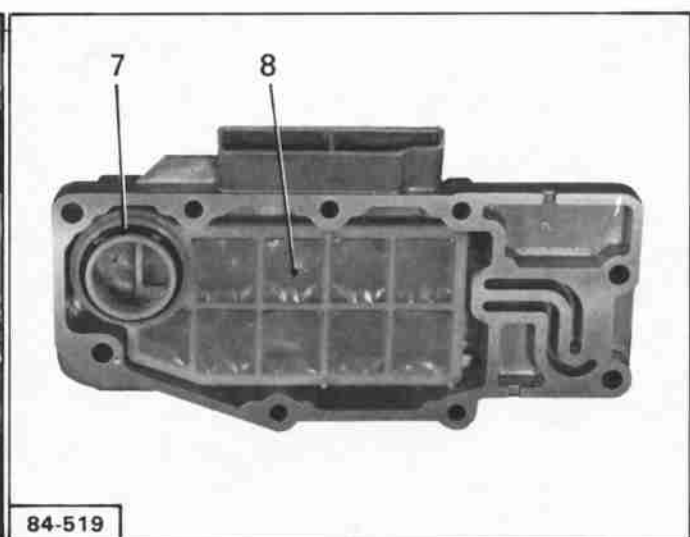
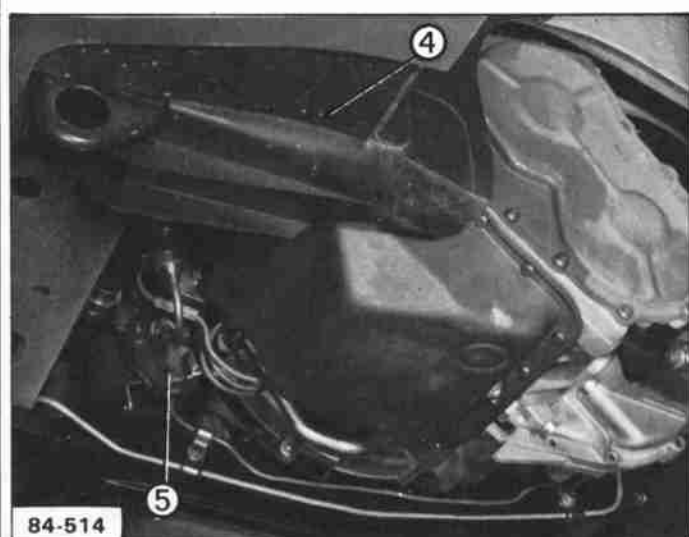
SCREWS Fig. VI	LENGTH UNDER SCREW HEADS	SCREW HEAD DIA.	TORQUE (in m.daN)
9	80 mm	12 mm	0.8
10	80 mm	10 mm	0.6
11	65 mm	10 mm	0.6
12	70 mm	12 mm	0.8
13	60 mm	10 mm	0.6

Refit the oil sump.



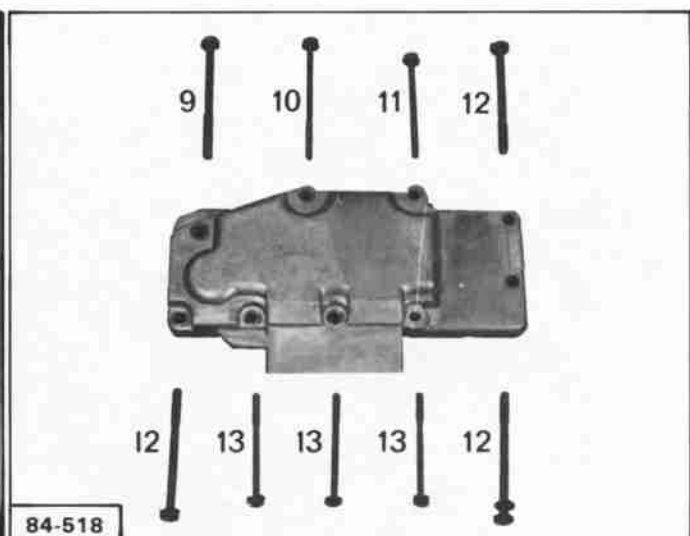
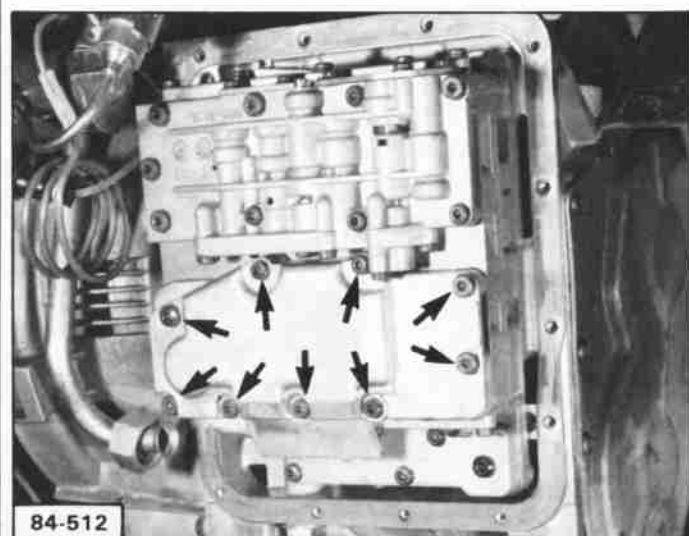
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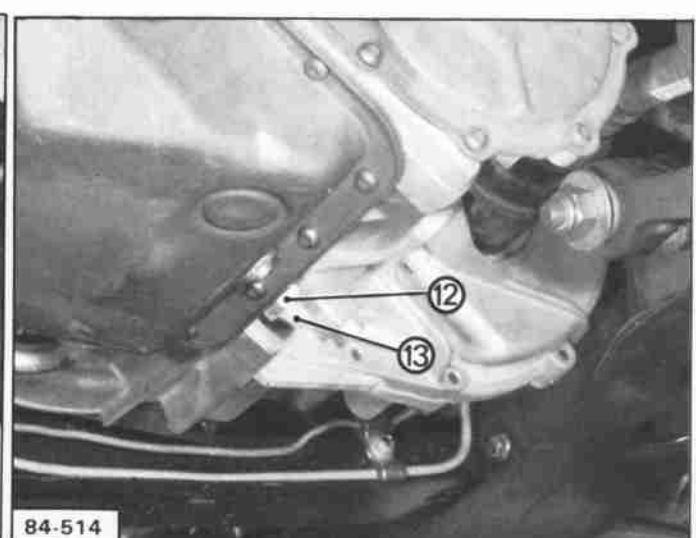
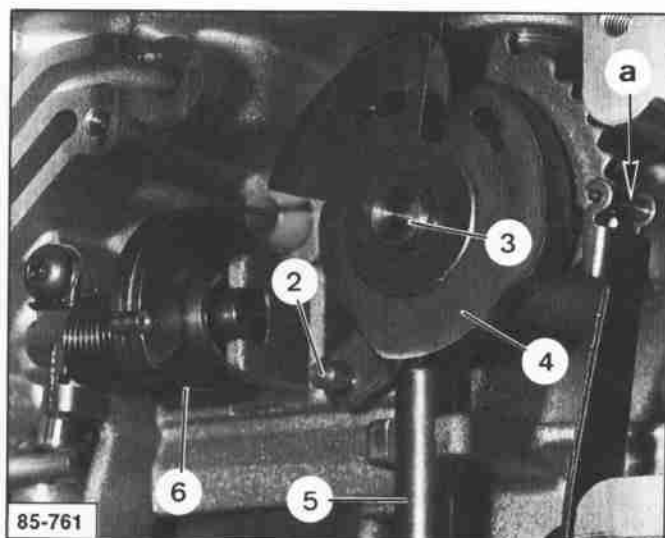
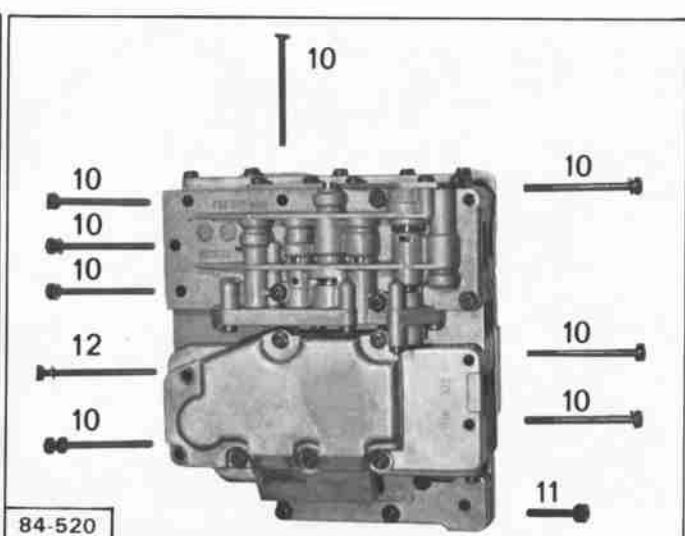
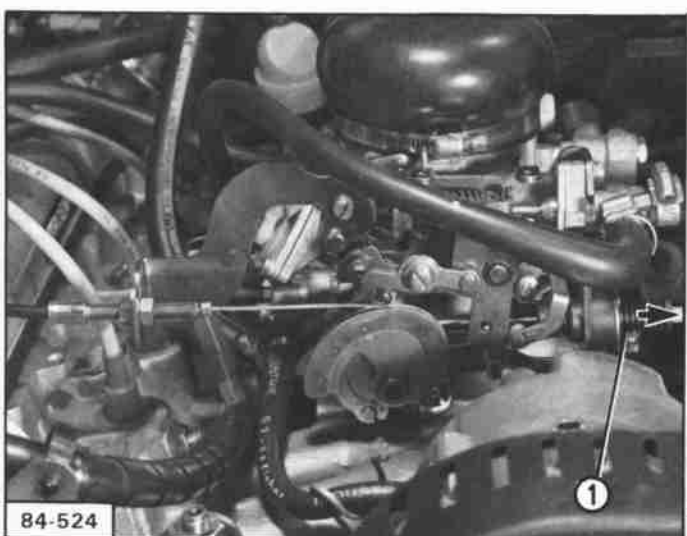
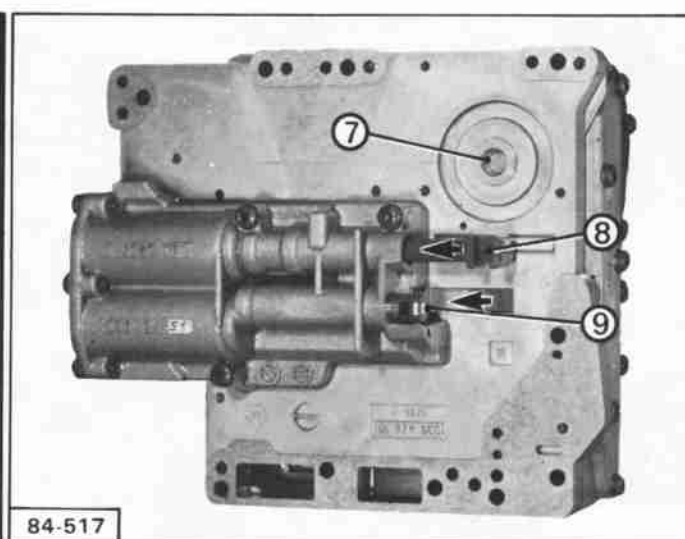
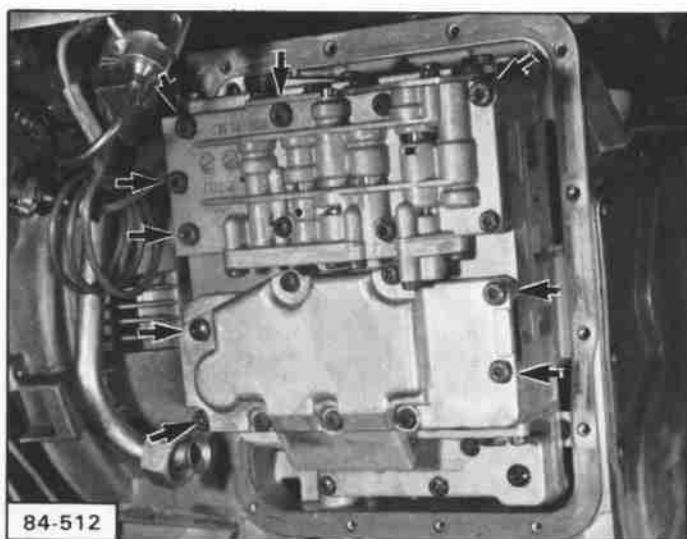
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WORKING ON THE GEARBOX (IN THE VEHICLE)

**XB auto
352-1**

5

III - REMOVAL AND REFITTING OF THE HYDRAULIC BLOCK

REMOVAL

Set the gear selector in position "1".

Remove the gearbox oil sump.

Remove, Fig. I, the 12 mm head dia. screws (➡).

Important ! Be careful not to exert a pressure on the locking pawl **Fig. III**, otherwise selection mechanism **(4)**, and especially push-rod **(5)** may drop.

REFITTING

Place kick-down cam **(6)** at mid-point of its stroke by moving pin **(1)** by 5 to 6 notches towards the carburetor, **Fig. II**.

Set the gearchange lever in position "1" so as to place shift finger **(2)** on first gear, 1st notch "a" facing roller, **Fig. III**.

Push selection slide-valve **(8)** and kick-down slide-valve **(9)** to the bottom of their recesses, **Fig. IV**.

Offer up the hydraulic block to the gearbox , **Fig. III and IV** :

- cam **(6)** over kick-down slide-valve roller **(9)**,
- shift finger **(2)** in selection slide-valve **(8)**,
- spindle **(3)** endpiece in centring hole **(7)** of the hydraulic block housing.

Put the screws into place without tightening.

SCREWS Fig. V	LENGTH UNDER SCREW HEADS	SCREW HEAD DIA.	TORQUE IN m daN
10	70 mm	12 mm	0.8
11	35 mm		
12	80 mm		

Move pin **(1)**, **Fig. II**, **back** to its initial position and press the accelerator pedal fully to check if the kick-down is working properly.

Retighten the hydraulic block screws.

Refit the gearbox oil sump.

IV - TIGHTNESS OF THE BRAKE BAND ADJUSTING SCREW :

Take off screw **(13)**, **Fig. VI** ; coat its thread with sealing compound.

Adjusting the brake band :

Tighten screw **(13)** to **1 mdaN** then slacken it by **2 turns**

Tighten nut **(12)**.

**REMOVING AND REFITTING THE KICK-DOWN CABLE****REMOVAL****Remove :**

- the oil sump
- the hydraulic block.

Uncouple cable (3) from the kick-down cam (2), Fig. I.

Retighten, Fig. I, the end of kick-down cable sheath stop (1) and extract it from the gearbox casing.

Disconnect, Fig. II, kick-down cable (4) from the carburettor ; remove it.

REFITTING

Ascertain that O-ring seal (5) is in position on the sheath end piece, Fig. III. Engage the kick-down cable into the gearbox casing before reconnecting it to cams.

Refit :

- the hydraulic block,
- the oil sump.

Adjusting the kick-down cable :
(see operation XB auto 350-0).

VI. DISMANTLING AND REBUILDING THE GEARBOX MECHANISMS**Remove :**

- the oil sump,
- the hydraulic block.

A : KICK-DOWN MECHANISM

Uncouple the cable.

Remove fixing screw (7), Fig. V.

When refitting mechanism, pay attention to the fitting position of spring (6) ; the bigger hook should be placed under the securing lug at "a", Fig. IV and V.

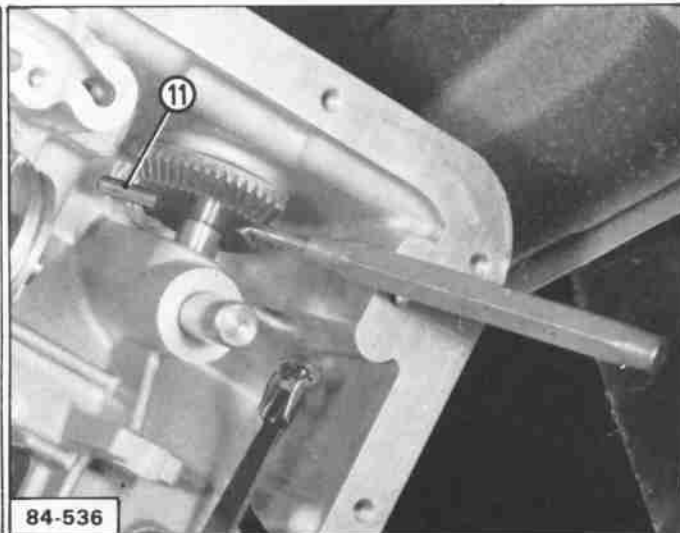
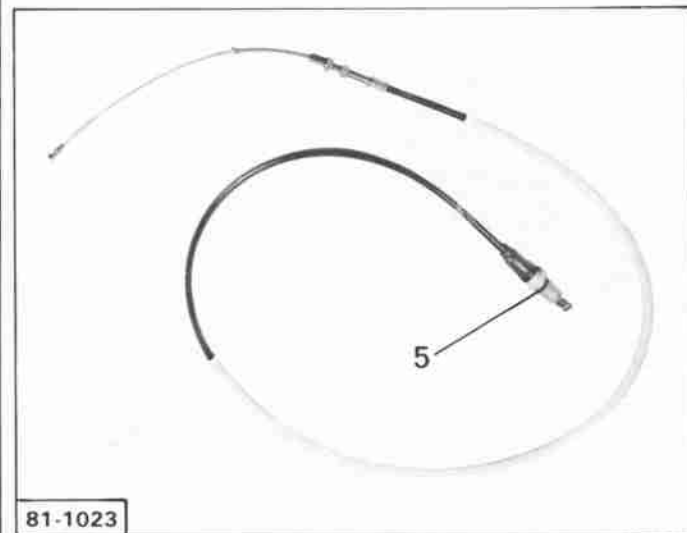
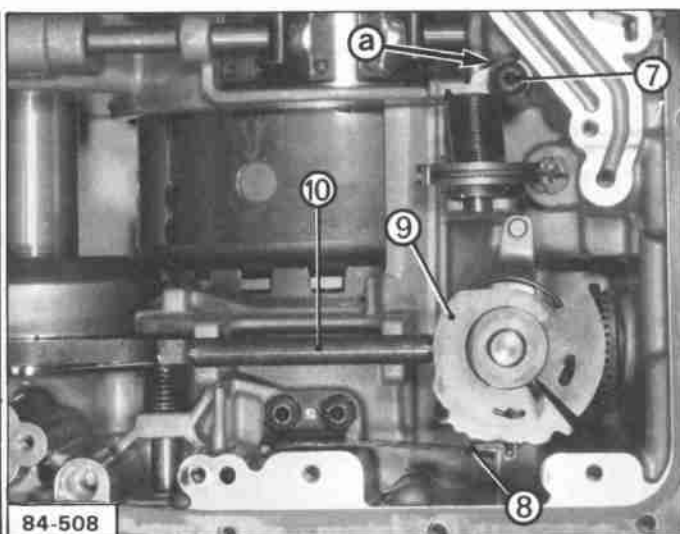
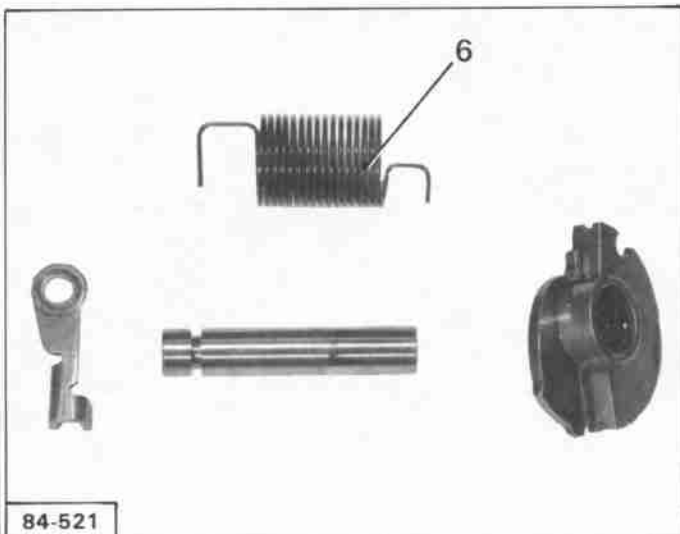
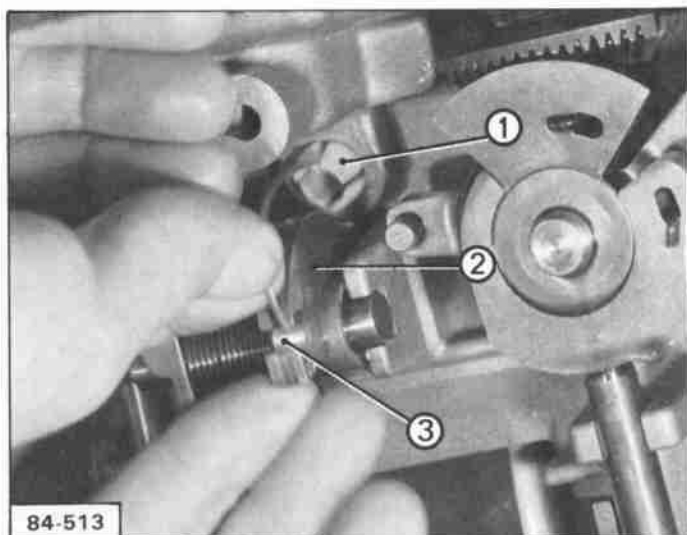
B : GEAR SELECTION MECHANISM**REMOVAL**

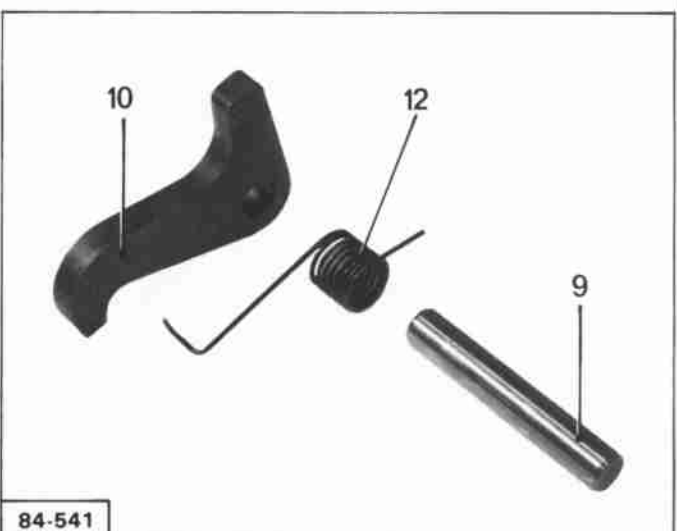
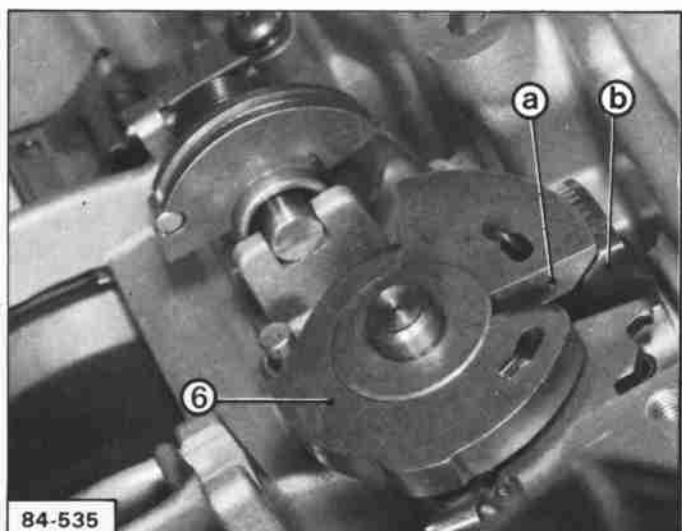
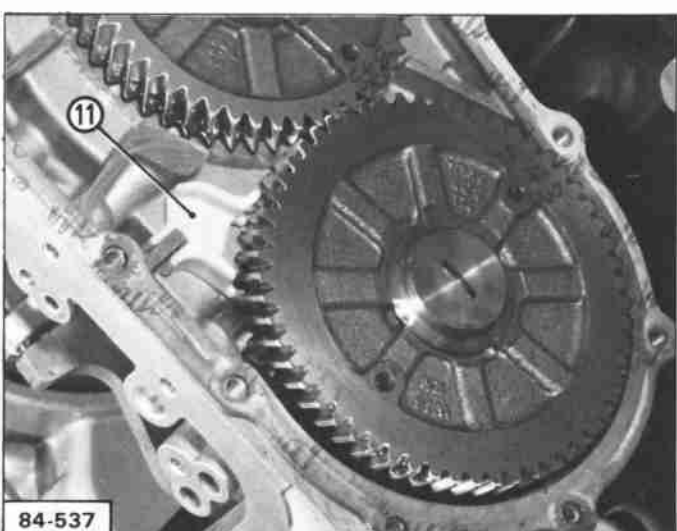
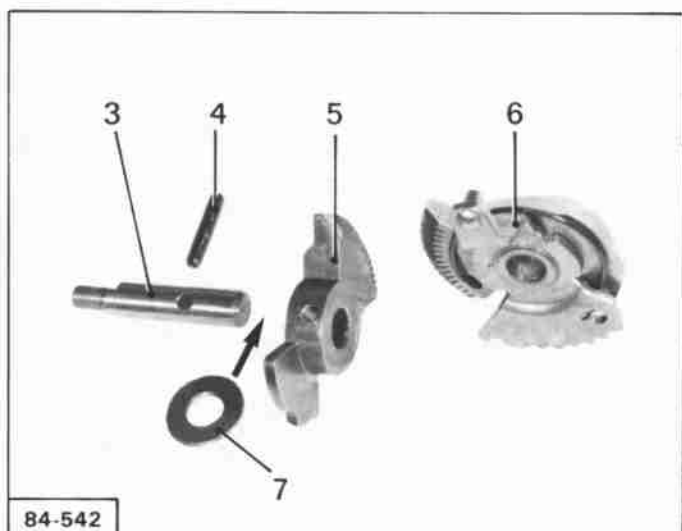
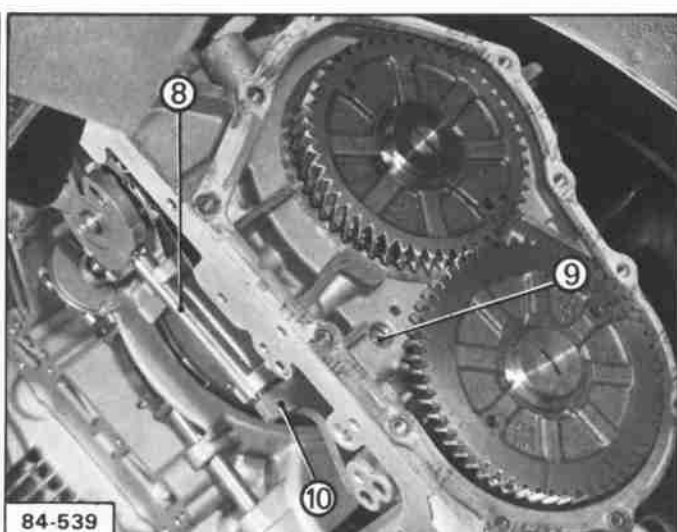
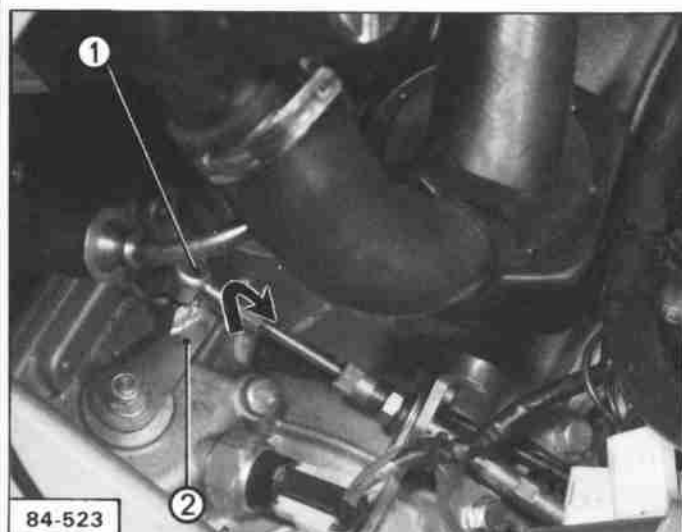
Set selector lever to **position "1"**.

Remove locking pawl push-rod (10), Fig. V.

Push spring leaf (8) apart ; extract lower mechanism (9).

Drift out pin (11) from the upper mechanism, Fig. VI.





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DISMANTLING AND REBUILDING THE GEARBOX
MECHANISMS (continued)

Rotate the cable end fitting to **disconnect** ball-joint (1) from the selector lever, **Fig. I**, utilizing an open-end spanner.

Extract the nut and link-rod (2).

Remove, Fig. II :

- spindle (3),
- upper quadrant (5),
- adjusting shims (7).

REFITTING

Locate, Fig. II :

- upper quadrant (5),
 - shims (7).
- Engage spindle (3).
Insert pin (4).

Refit link-rod (2) and nut, **Fig. I**.

Recouple gear selector, ball-joint (1).

Fit lower mechanism (6). Engage the quadrants so that **surfaces "a" and "b" can be aligned, Fig. III**.

Fit locking pawl push-rod.

C : PARK MECHANISM

REMOVAL

Take off the side casing.

Remove, Fig. V, oil deflector (11). Rotate the wheel to position the pinions teeth and facilitate the removing operation.

Extract locking pawl push-rod (8).

Remove, Fig. IV and VI :

- spindle (9),
- spring (12),
- locking pawl (10)

REFITTING

Offer up locking pawl (10) to the spring and insert spindle (9), **Fig. IV and VI**.

Refit oil deflector (11), **Fig. V**.

Reinstall the side casing fitted with a NEW seal.

Refit locking pawl push-rod (8).

Fit :

- the hydraulic block,
- the oil sump.

**VII - REMOVING AND REFITTING
THE HEAT EXCHANGER****REMOVAL****Extract :**

- the air filter,
- the wiring harness retaining clip.

Install, Fig. I, coolant hoses clamps (1) and uncouple them from exchanger.

Remove screw (2) and the heat exchanger with the end pieces pointing upwards in order to prevent coolant from flowing into the gearbox.

REFITTING**Equip, Fig. II :**

- the exchanger with seals (4) and (5) which have been previously lubricated,
- screw (2) with seal (3).

Pivot the heat exchanger until its surface "a" is parallel with the gearbox housing joint contact face, **Fig. III.**

Tighten screw (2) to **5 mdaN.**

Reconnect the coolant hoses.

Fasten the wiring harness.

Refit the air filter.

Bleed the cooling circuit and top it up.

Check the gearbox oil level.

**VIII - REMOVING AND REFITTING THE GEARSHIFT
SHAFT SEAL****REMOVAL**

Take off the air filter.

Uncouple the ball joint socket (6) from selector lever (7) by rotating the cable end fitting, **Fig. IV.**

Remove shift lever (7).

Prepare a standard size washer No. 22 783 019 as shown on drawing, **Fig. V.**

Fit the washer to gearbox using the 2.5 mm dia. holes as guides for drilling the seal, **Fig. V.**

Extract nut (8). Insert the self-tapping screws into the 4 mm dia. orifices.

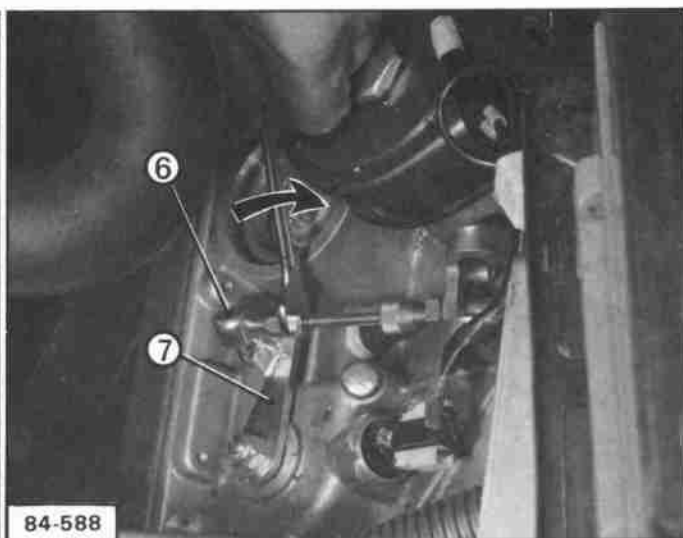
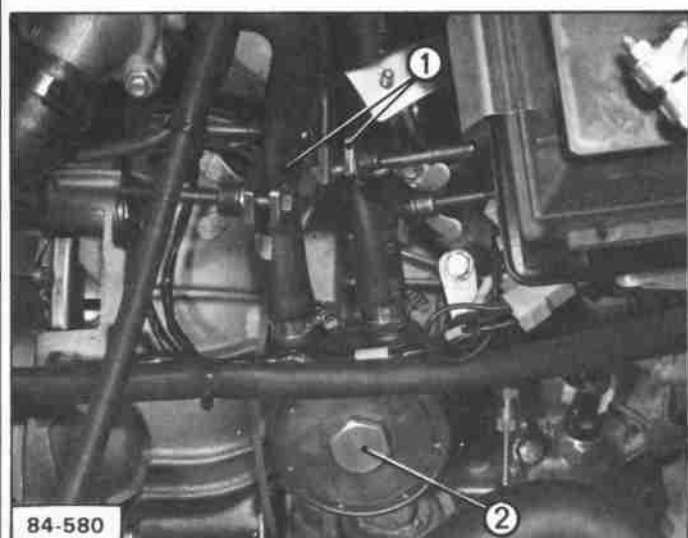
Fit a wood block "b"; pull off the seal by means of valve lifter **3084-T.**

REFITTING

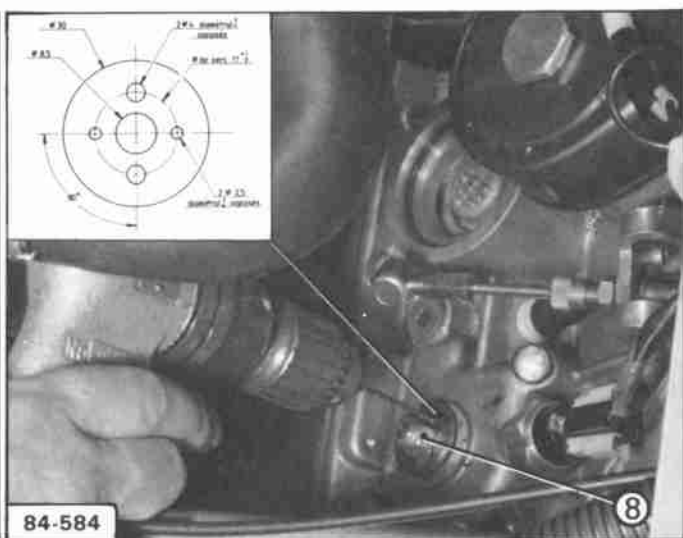
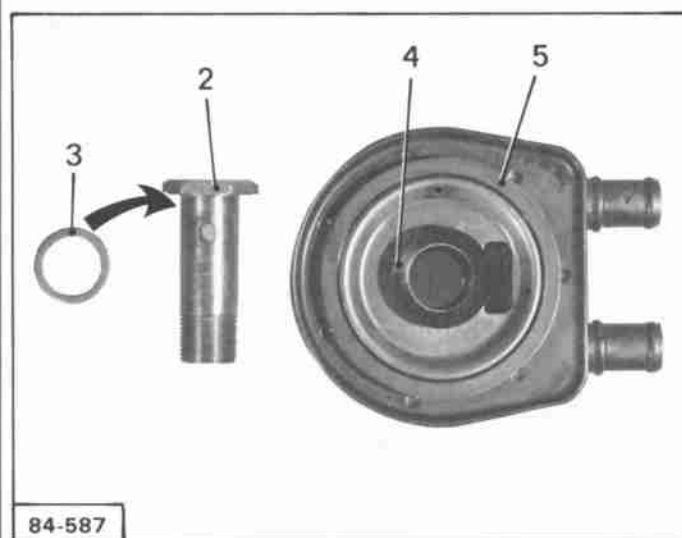
Lubricate a NEW seal to be adapted with a socket spanner.

Refit the selector lever and control.

Refit the air filter.

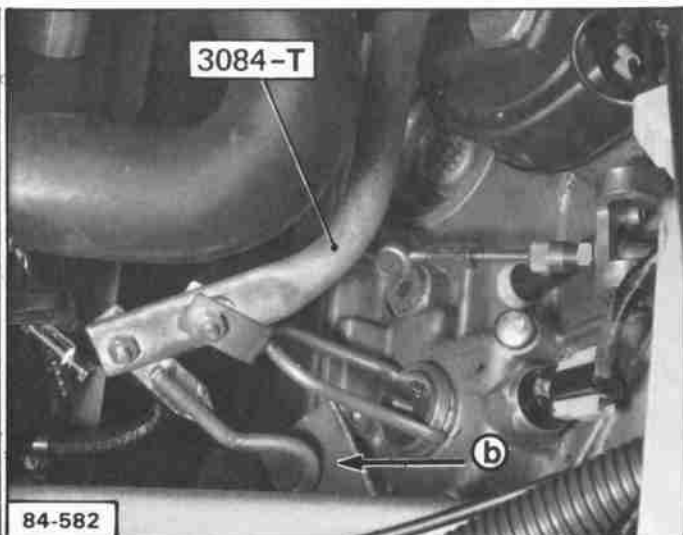
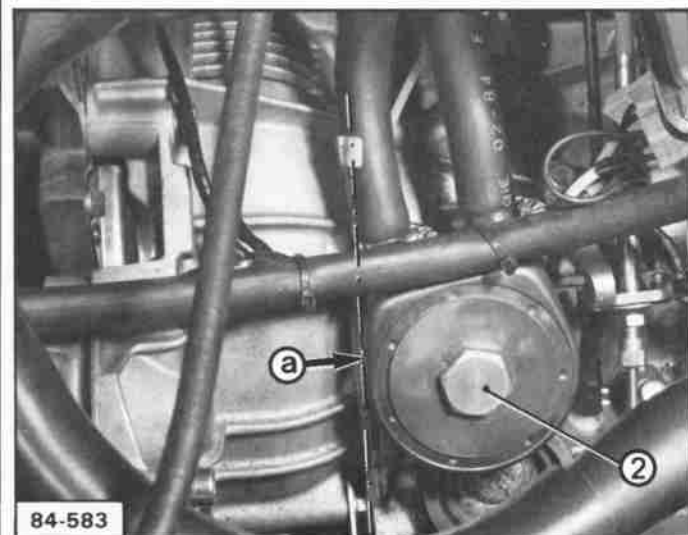


IV



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VI

CITROËN▲	5	GEARBOX	XB auto 354-1	1
<div data-bbox="866 2525 1895 2864">WORKING ON THE SELECTOR LEVER</div>				

REMOVAL

Place the vehicle on a lifting platform.

On the gearbox, Fig. I:

Uncouple ball-joint socket (1) from the gear shift lever (*rotating the cable end fitting with a fork spanner*).

Take off sealing end piece (2) and nut (3) of ball-joint, (*prevent the cable-sleeve from rotating by means of a fork spanner*).

Inside the vehicle, Fig. II and III:

Take off the four screws (4) of handle.

Unclip the handle, pulling out release handle "b" → and pushing upper handle part "a" →.

Remove selection grille (5).

Extract gear change control nuts (7).

Under the vehicle, Fig. IV:

Remove exhaust shield (8).

Uncouple the exhaust pipe ball joint.

Liberate the control cable from its support.

REFITTING**Inside the vehicle:**

Position the whole assembly. Slide the cable into the upper ring of the cable guide and secure the gear shift control.

Put indicator bulb and selection grille (5) in place, **Fig. II and III**.

Having slightly greased lock (9), refit the gear selector handle, with pin (6) in area "c", **Fig. III and V**.

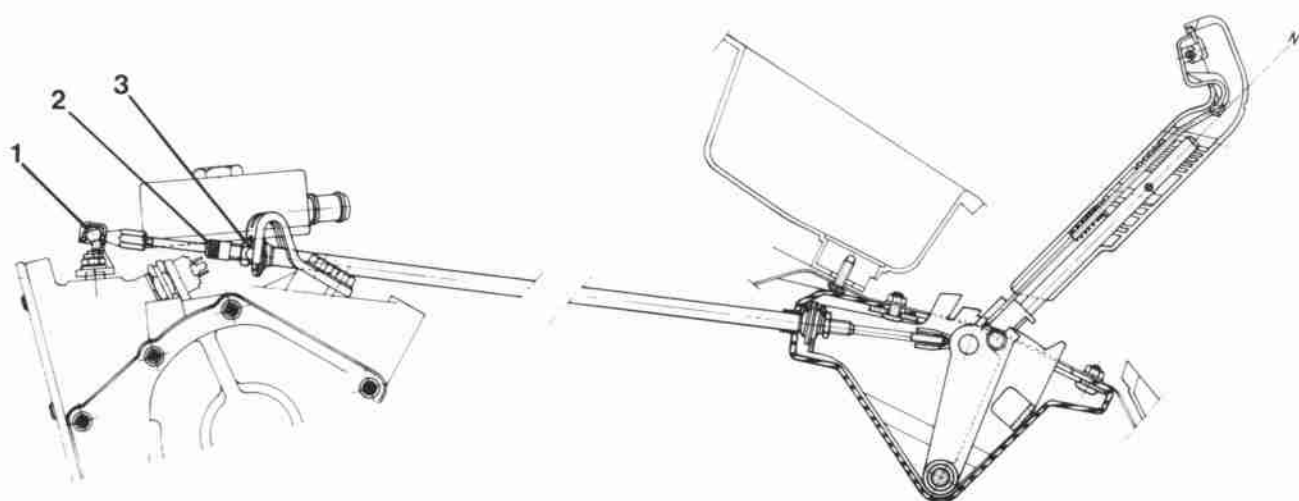
On the gearbox, Fig. I:

Engage selector cable in its bracket.

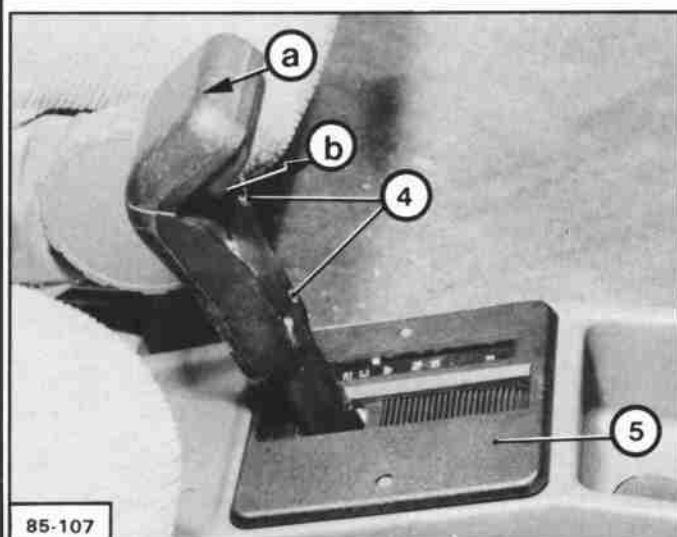
Tighten ball-joint nut (1) and sealing end fitting (2) moderately. Adjust the selector lever (*see operation XB auto 350-0*).

Under the vehicle, Fig. IV:

Refit exhaust shield (8) and couple up the ball-joint.

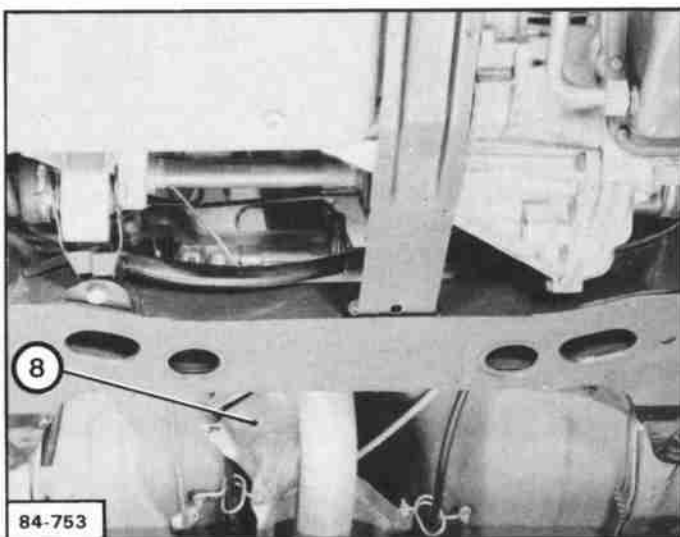


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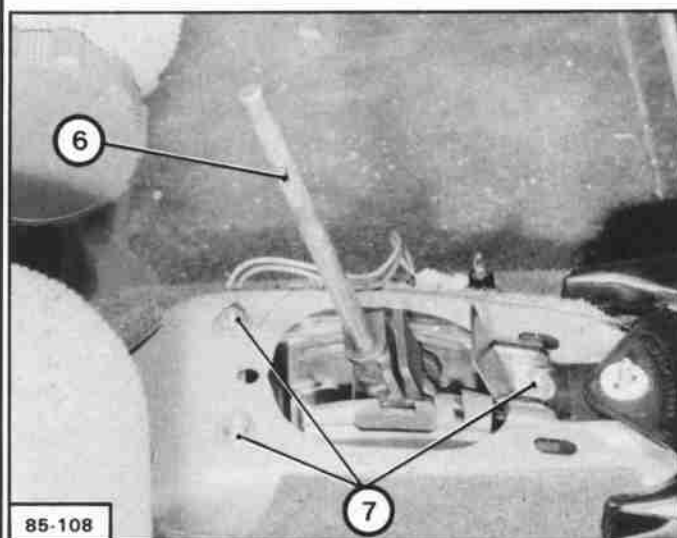
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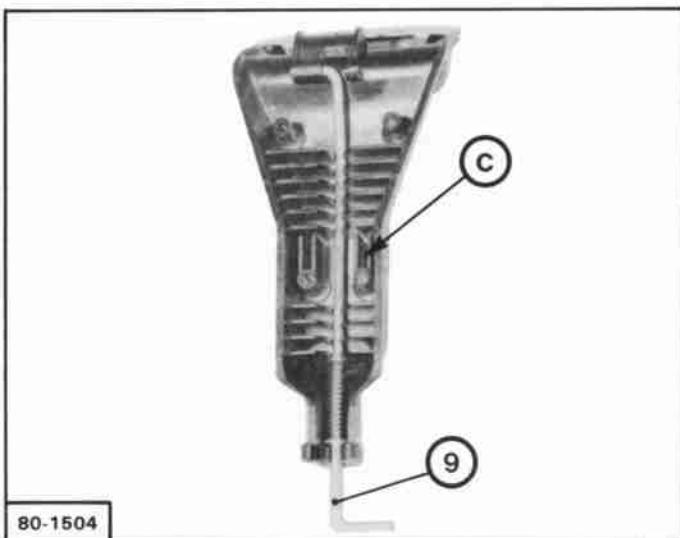
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IV



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