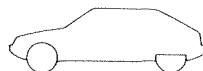


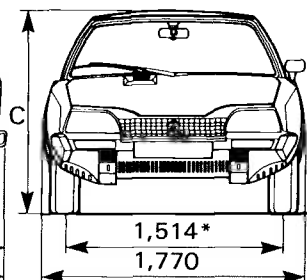
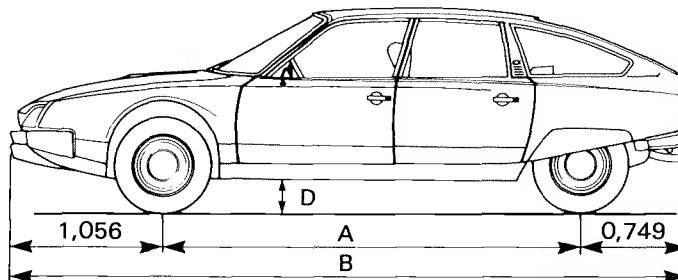
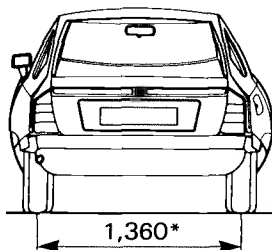


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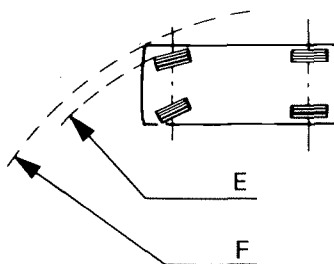
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	CX20	CX22	CX25				
	20 20RE 20 TRE	22TRS	RI GTI (AM84)	Pallas IE RI GTI (AM85)	GTI Turbo	Prestige	Prestige Turbo
	MP	NR	NG	NG	NK	NH	NP
	829 A 5	J6T A 500	M25/659	M25/659	M25/662	M25/659	M25/662
	4	5	5	5	5	5	5
	5			Automatic		Automatic	

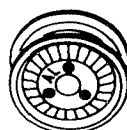


A	2,845 m	3,095 m
B	4,650 m	4,900 m
C	1,360 m	1,375 m
D	0,160 m	



E	11,70 m	12,50 m
F	12,50 m	13,40 m

* + 8 mm



TRX



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RECOMMENDED PRODUCTS

MA
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3

IV - GREASES AND LUBRICANTS

USE AND SPECIAL FEATURES	PRODUCT AND R.P. No.	SYMBOL	MARK	SUPPLIER
High adhesive grease: - Intended mainly for drive-shaft lubrication. - Can be used for mechanisms working under difficult conditions (high pressures, splashed water).	95 615 129		G 1	R.P.D.
	GRAISSE 1495			MOLYDAL
	MOLYKOTE LONGTERM 2			DOW-CORNING
Grease resisting high temperatures: - For exhaust manifold ball-joints.	GRIPCOTT AF		G 2	MOLYDAL
Lubricant for parts working under difficult conditions: - Splashed water, high pressure and temperature.	HI LUB-HTC		G 3	FRAMET
Grease resisting high temperatures: - To lubricate the threaded spark plugs fitted to the cylinder head.	NO-BIND		G 4	CURTY
Multifunctional lubricant: - Molybdenum disulfide-base product. Multifunctional grease: - For routine works.	M.O.		G 5	TEROSON
	TOTAL MULTIS		G 6	TOTAL C.F.R.
Special grease: - Designed for anti-roll bar bearings.	PROBA. 270 ALTEMP 79.01973.067		G 7	R.P.D.
Animal grease: - Tallow.			G 8	
Special grease: - To be used for fitting the road wheel sensors of the anti-locking brake system.	ESSO NORVA 275		G 9	R.P.D.



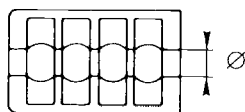
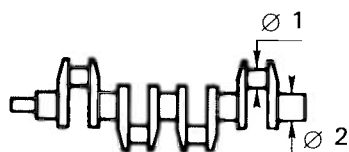
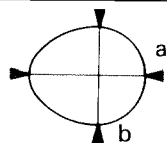
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J6 TA 500

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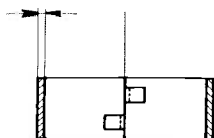
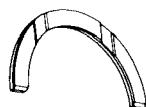
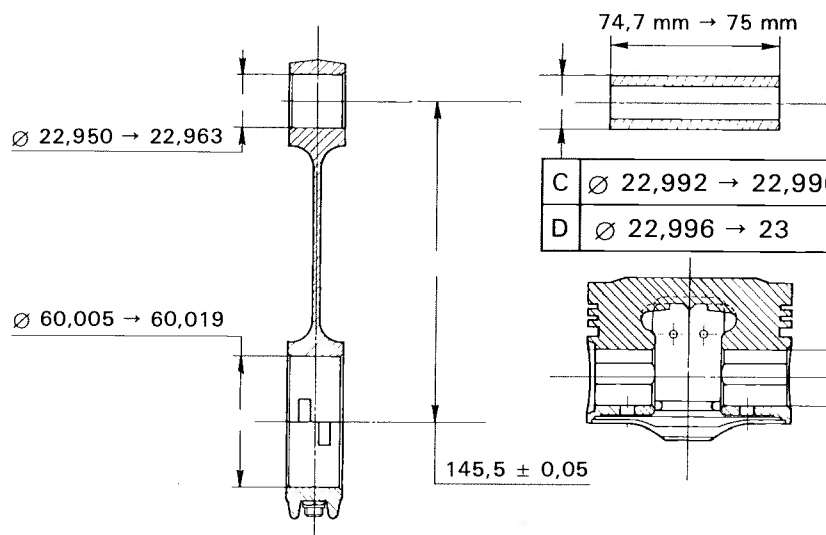
3

 $\varnothing$ (mm) = 66,668 $\rightarrow$ 66,687 $\varnothing$ 1 (mm) $\varnothing$ 2 (mm)¹56,267 $\rightarrow$ 56,28662,871 $\rightarrow$ 62,880

a-b

maxi 0,005

maxi 0,005

1,836 $\rightarrow$ 1,8411,876 $\rightarrow$ 1,8640,10 $\rightarrow$ 0,30I : 2,80 $\rightarrow$ 2,85
II : 2,85 $\rightarrow$ 2,90
III : 2,90 $\rightarrow$ 2,95
IV : 2,95 $\rightarrow$ 3,00



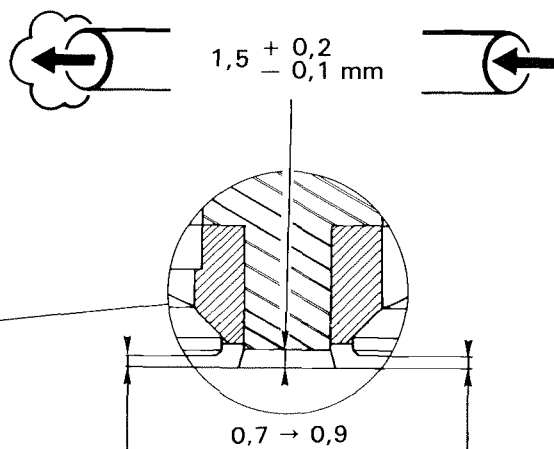
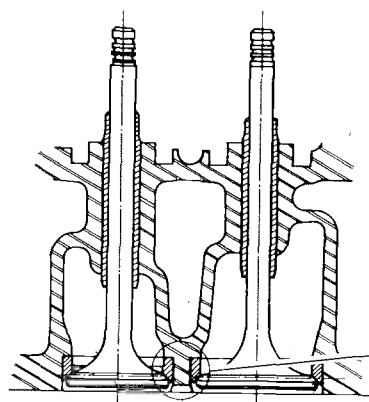
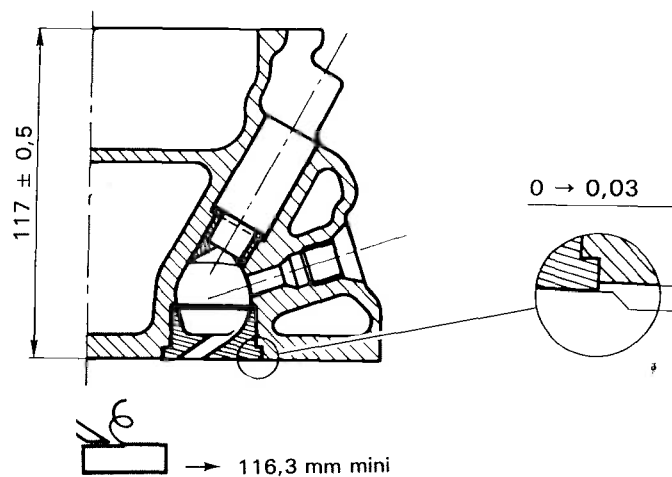
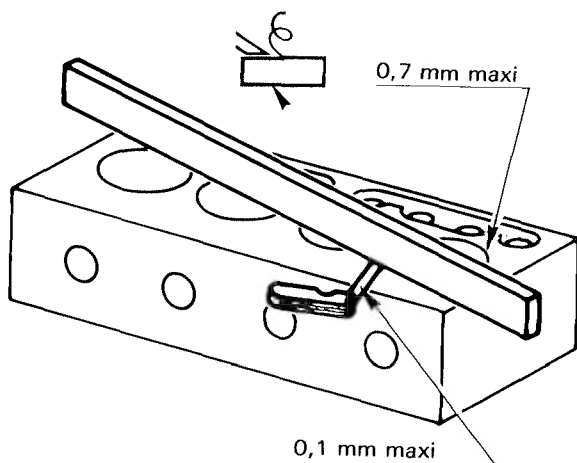
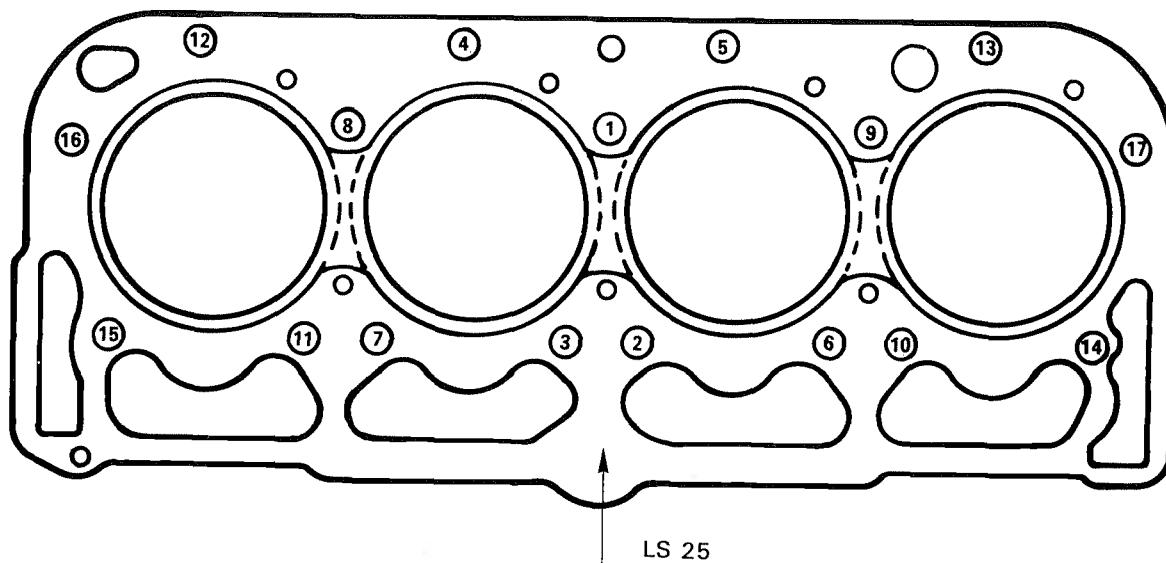
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*

8521



REMOVAL

Jack up the front R.H. side of the vehicle; remove the road wheel.

NOTE:

Never use the camshaft pulley clamping nut to rotate the crankshaft

Remove, Fig. I and II

- inlet pipes (1),
- the cylinderhead cover,
- the sparking plugs,
- gaiter (2) connecting the turbocharger to the flowmeter.

Loosen the 8 valve rockers setting screws as much as possible so as to reduce the stresses on camshafts.

Remove, Fig. II:

- the wheelarch rubber sealing strip,
- timing cover (3).

Engage the highest speed. Run the crankshaft by means of the wheel hub.

Line up:

marks "a" and "b" up over the centre line **x x'** passing through the centres of the timing gears, Fig. IV.

Remove the chain tensioner (6), Fig. IV.

NOTE:

BRAMPTON type tensioner, Fig. III:

When dismantling, hold the body (4) and pad (5) together to prevent the parts from being scattered.

SEDIS type tensioner, Fig. V:

With a screwdriver placed at "c", turn to the left to lock the pad before dismantling.

Remove:

- the camshaft drive gear wheel,
- the timing chain.

REFITTING

Position the camshaft drive gear wheel fitted with the timing chain so that the driving side being tensioned, marks "a" and "b" are situated along the centre line **x x'**, Fig. IV.

Fit the tensioner of the timing chain.

NOTE:

BRAMPTON type tensioner, Fig. III

Before putting it into place, push the piston provided with its spring fully home and turn clockwise. Depress pad (5) to release it.

SEDIS type tensioner, Fig. V

To unlock the pad, turn the screwdriver placed at "c" to the right.

Check, Fig. IV, that

the play between limiter pad (7) and the timing chain is:

0.1 to 0.5 mm

Refit:

- the timing case (**tightened to 1.7 mdaN**),
- the wheelarch rubber sealing strip,
- the RH front wheel.

Adjust the valve clearance:

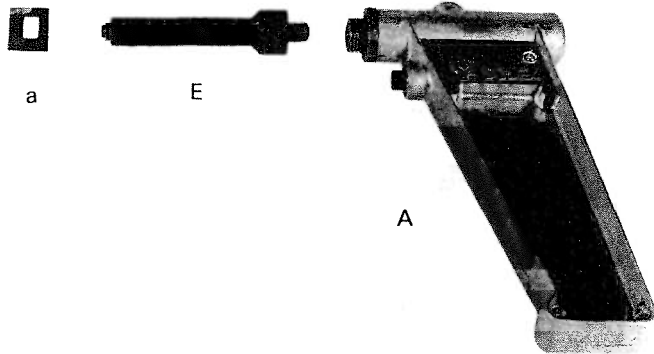
Inlet : 0.15 mm
Exhaust : 0.20 mm

Fit:

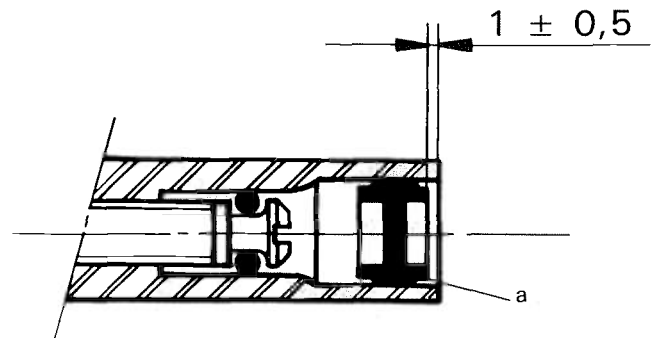
- the cylinderhead cover, (**tighten the screws to 0.7 mdaN**),
- the inlet manifold,
- the sparking plugs,
- the flowmeter to turbocharger gaiter.

Lower the vehicle to the ground.

Set the gear shift in neutral.

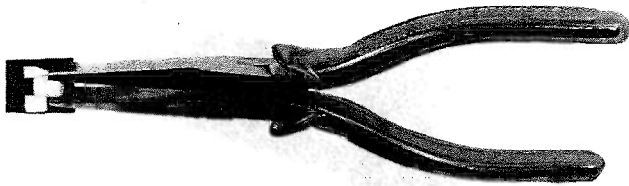


76.1193



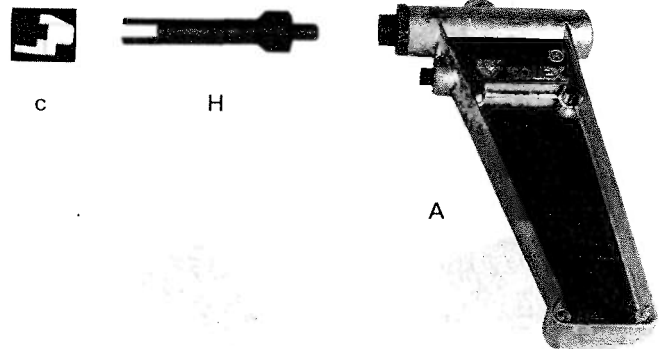
G 14.27

II



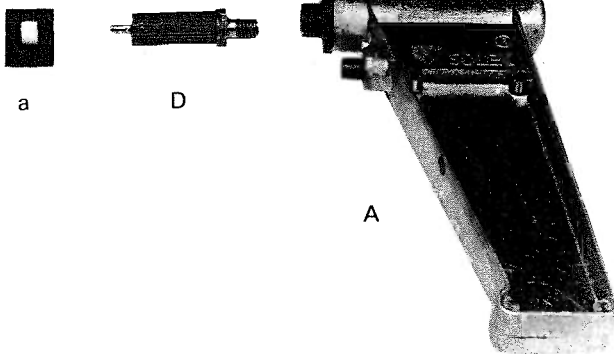
76.1188

III



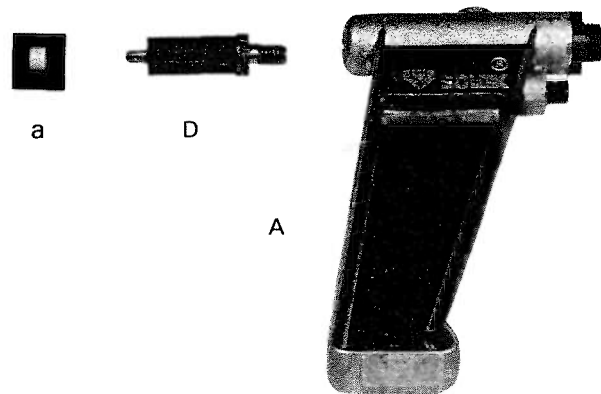
76.1192

IV



76.1351

V



76.1352

VI



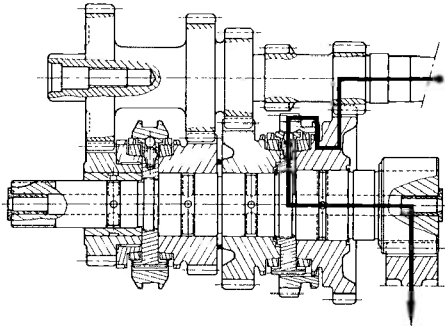
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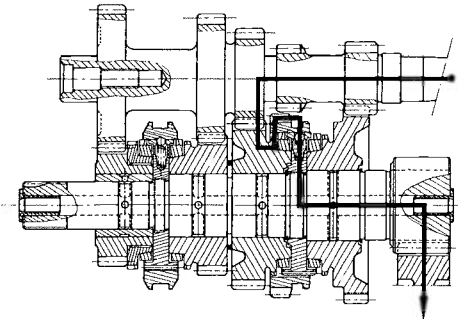
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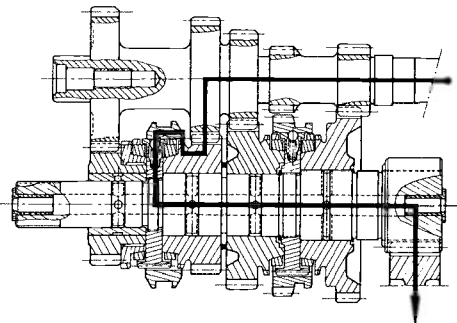
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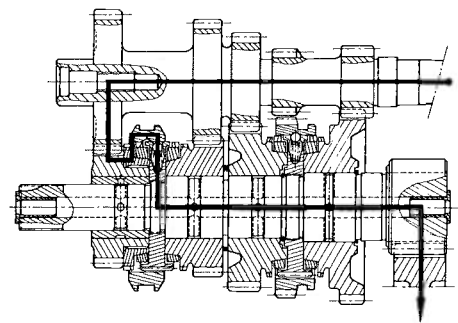
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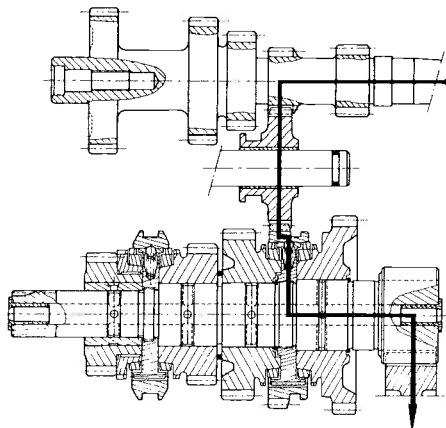
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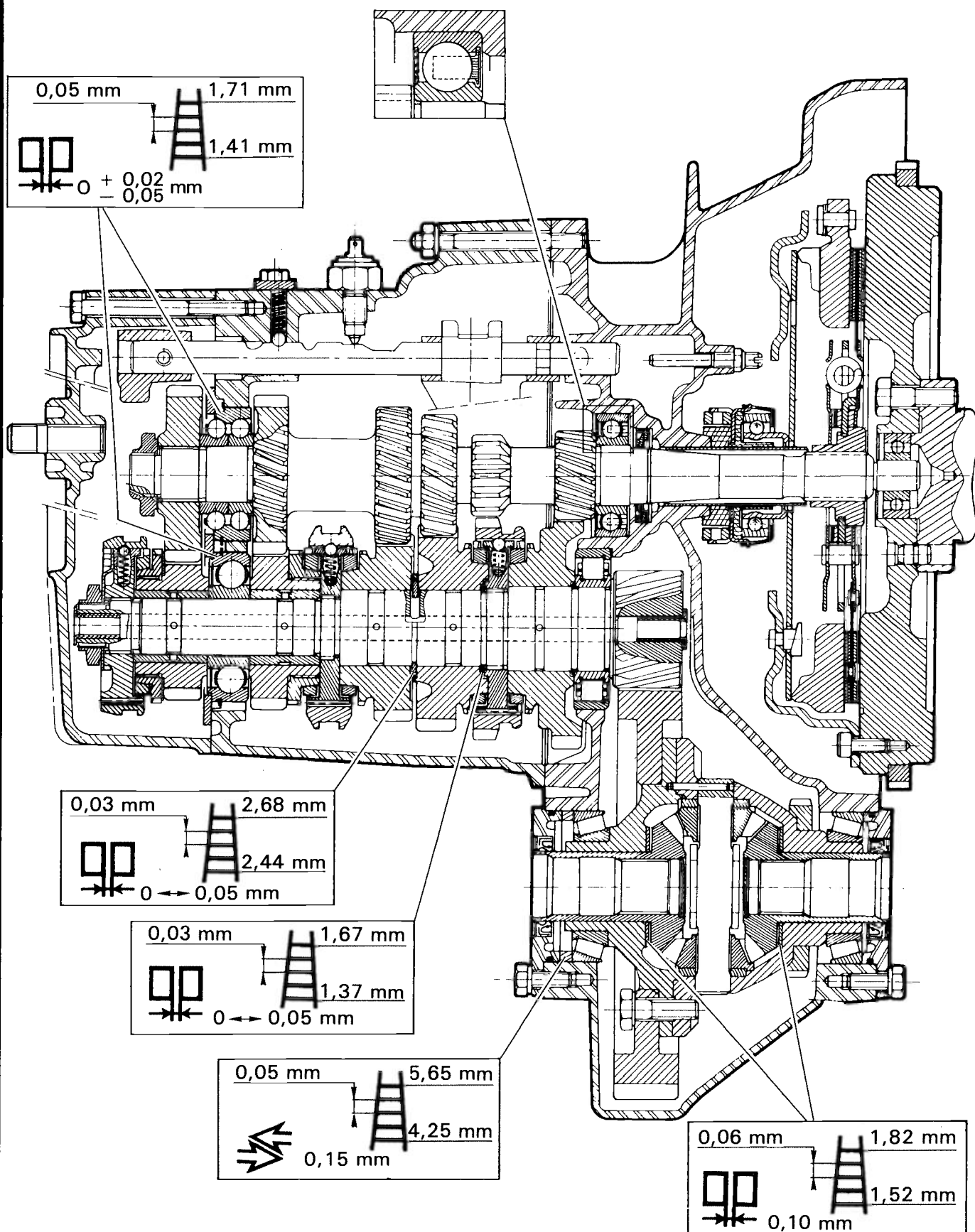
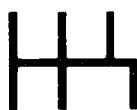


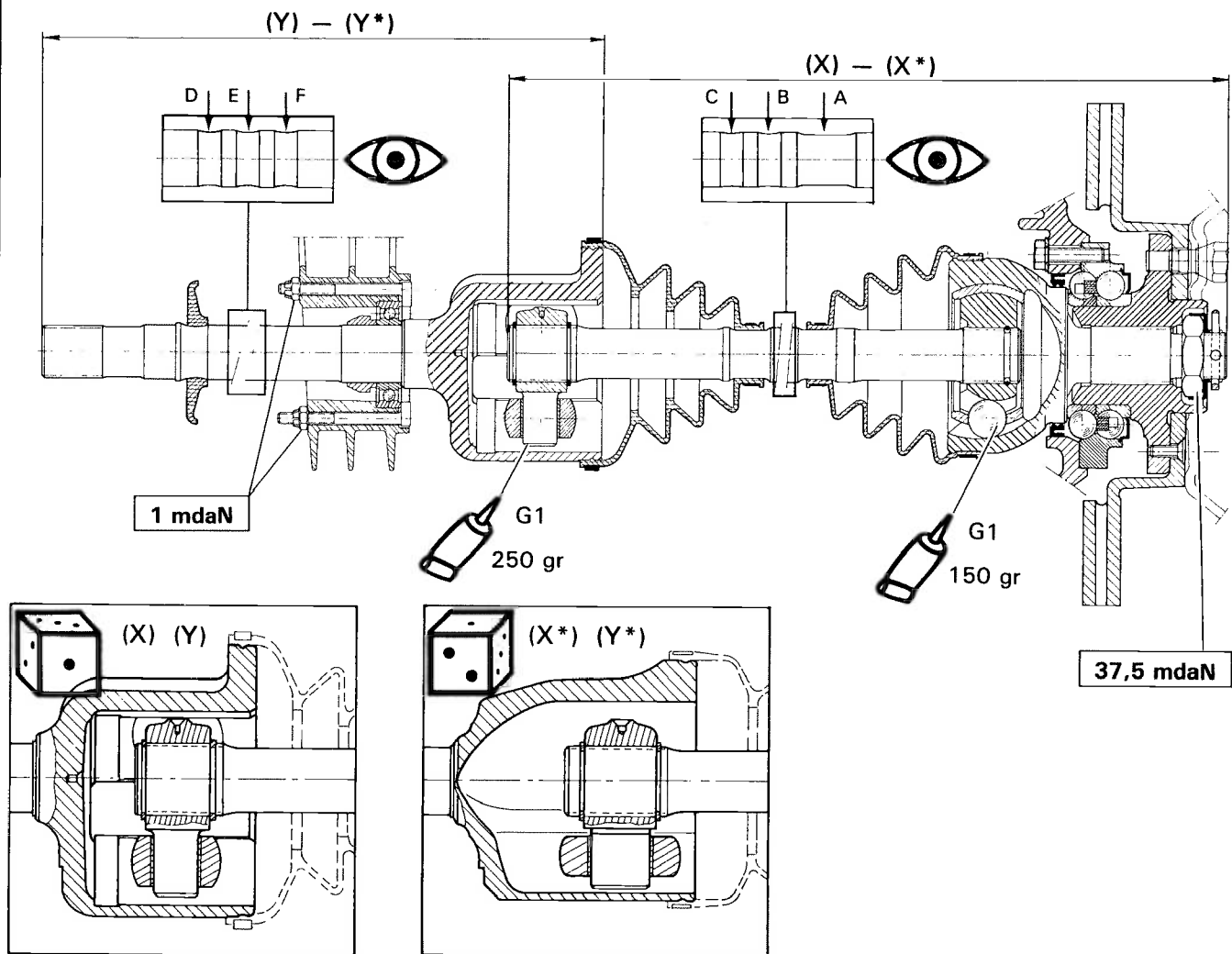
4



R







	Y	Y*	 Y Y*	X	X*	 X X*
4. V → 6/84 829 A5	525,5 mm	538 mm	D	516 mm	508 mm	A
4. V 7/84 → 829 A5 5 V	490,5 mm	503 mm	DE			
Automatique	516 mm	528,5 mm	DEF			
M 25/662		503 mm	DE		508 mm	A

**Security valve: Fig. I**

Calibration pressures for slide valve return spring:

- Pressure for isolation (*no supply to suspension at A and D*) : 110 bars min.
- Pressure for supply to suspension (*delivery at A and D*) : 130 bars min.

Key to diagram:

A : Feed to front height corrector.

B : Feed to steering rack and control unit.

C : H.P. inlet

D : Feed to rear height corrector.

E : Leakage return.

(1) : Adjusting shims for the *calibration of slide valve return spring*.
Shim thickness 0.9 mm

(2) : Slide valve.

(3) : Fault detector (**mechanically operated through shifting of slide-valve (2)).**

Brake accumulator: Fig. II

- Capacity: 0.4 litres
- Calibration pressure: $62 \pm \frac{2}{32}$ bars

F : HP inlet.

G : Centrifugal regulator, security valve.

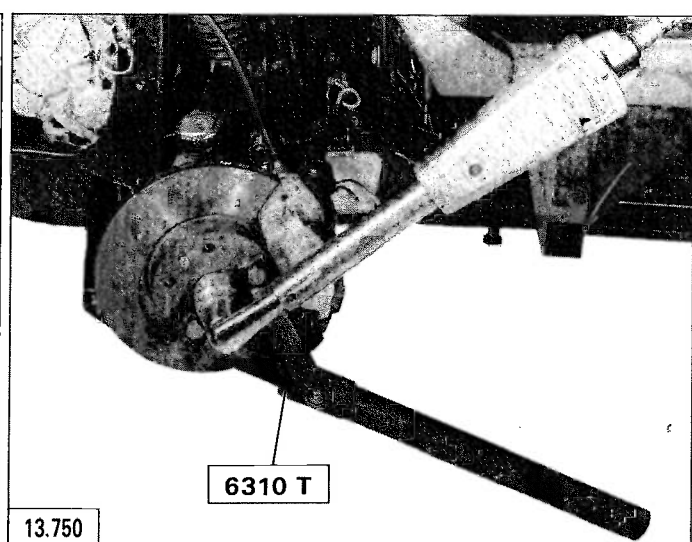
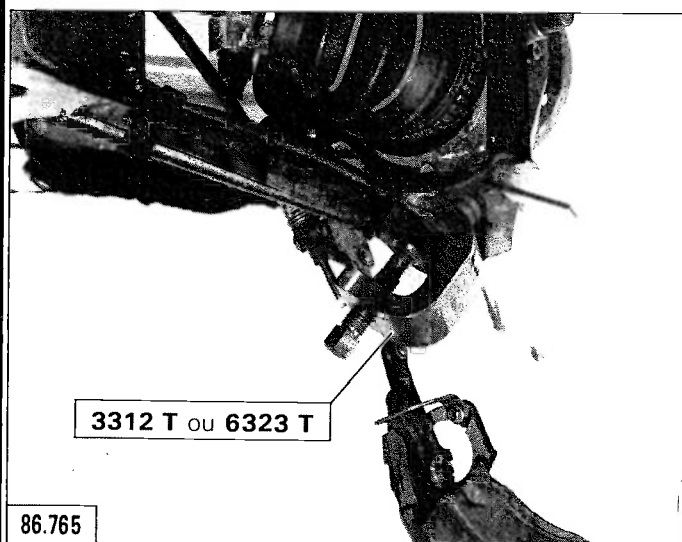
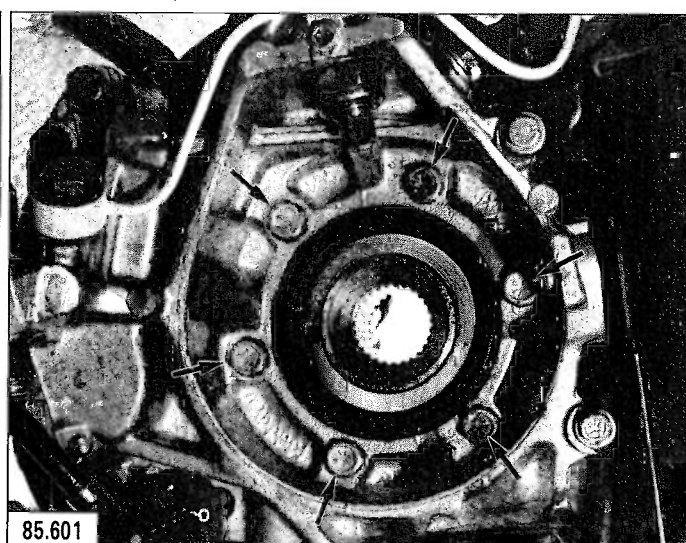
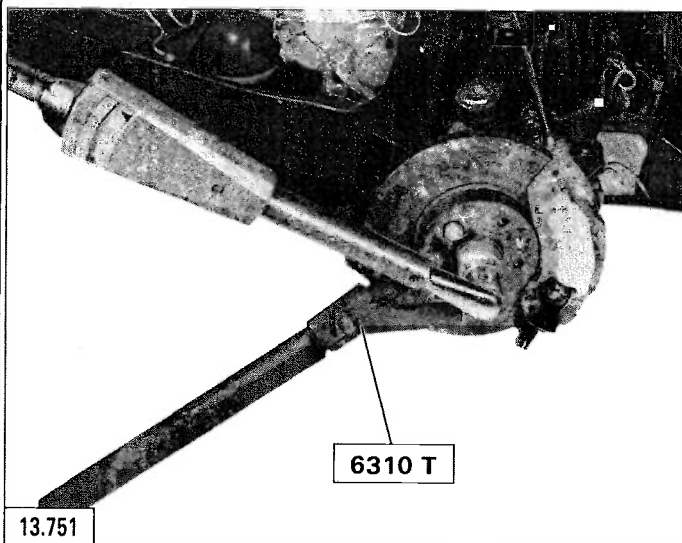
H : Brake control valve.

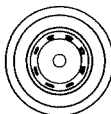
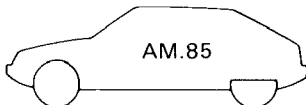
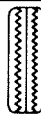
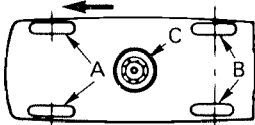
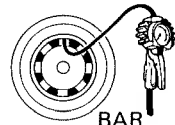
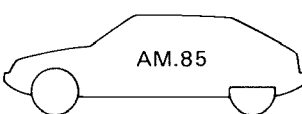
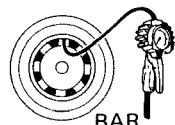


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MA
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3



2	MA 471.00/1	 				9		
		① MXL 185/70 R14	② MXL 195/70 R14	③ MXV 195/70 R14	④ MXV 195/70 R14	⑤ 390 TRX 190/65 HR	⑥ 390 TRX 210/55 VR	
 9 mdaN		5 1/2 J14 FHA 5-45	5 1/2 J14 FHA 5-45	5 1/2 J14 FHA 5-45				
 9 mdaN					6 J14	150 TR 390	150 TR 390	
								
CX20 CX 20 TRE	A	2,2	②			A	2,2	⑤
	B	1,4	①			B	1,4	⑤
	C	2,8	①			130 km/h maxi	C	2,8
CX 25 RI CX 25 Pallas IE CX25 Prestige	A	2,4	②			A	2,2	⑤
	B	2	②			B	1,4	⑤
	C	2,8	①			130 km/h maxi	C	2,8
CX 25 GTI	A	2,2	⑤					
	B	1,4	⑤					
	C	2,8	①					
CX 25 D	A	2,4	②			A	2,2	⑤
	B	1,8	①			B	1,4	⑤
	C	2,8	①			130 km/h maxi	C	2,8
CX 25 RD	A	2,4	③			A	2,4	⑤
	B	2	③			B	2	⑤
	C	2,8	①			130 km/h maxi	C	2,8
CX 25 TRD	A	2,4	④			A	2,4	⑤
	B	2	④			B	2	⑤
	C	2,8	①			130 km/h maxi	C	2,8
CX Limousine Turbo	A	2,4	③			A	2,5	⑤
	B	2	③			B	2	⑤
	C	2,8	①			130 km/h maxi	C	2,8
CX 25 GTI Turbo	A	2,3	⑥					
	B	1,5	⑥					
	C	2,8	①					



Place the front of the vehicle on stands.

Remove the front wheels.

Release handbrake lever to maximum extent.

ADJUSTMENT OF THE ECCENTRICS

Remove, Fig. I :

- lock nut (2),
- adjustment nut (1) for operating cables.

Start the adjustment by the outer eccentric.

Slacken, Fig. II :

- stop (3) and make sure that levers (5) are on their stops «a» and «b»,
- screws (4).

Turn eccentric (6) with **TOOL 6501-T Fig. III**, as shown on the table below, until the pads just contact the disc at the point of maximum run-out.

	L.H. SWIVEL		R.H. SWIVEL	
	Outer eccentric	Inner eccentric	Inner eccentric	Outer eccentric
Direction of adjust.	up-wards down-wards	down-wards up-wards	up-wards down-wards	down-wards up-wards
(Clockwise, seen from the rear of the swivel)				

Tighten screws (4) to **7.5 mdaN, Fig. II**.

Apply same procedure to each eccentric of the brake unit.

Bring stop screw (3) into contact with the brake unit (tighten its lock-nut), **Fig. II**.

ADJUSTMENT OF THE EMERGENCY BRAKE OPERATING CABLES:

On each brake unit, Fig. IV :

Ensure that the sleeve and its end piece (7) are correctly positioned.

Pull out each threaded end-piece (8) in turn and measure its protrusion «c».

Difference in length of the cable must remain the same after adjustment. (This operation ensures that the brake cable compensator is in a central position).

Screw down cable adjusting nut (1) against lever (5), **Fig. V**.

Tighten lock-nut (2) to **1.5 mdaN**.

CHECKING THE EMERGENCY BRAKE

Operate handbrake lever several times.

Check that the adjustment does not change and that the locking system operates satisfactorily.

Refit the front wheels.

Lower the vehicle to the ground.

