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A1.002	1	XM XN	ENGINE ASSEMBLY IDENTIFICATION	505
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IDENTIFICATION PLATE (1)

– 1st line

The 3rd, 4th, and, if necessary, the 5th positions (a) identify the unit type by letters and figures (see table).

– 2nd line

Serial number (b).

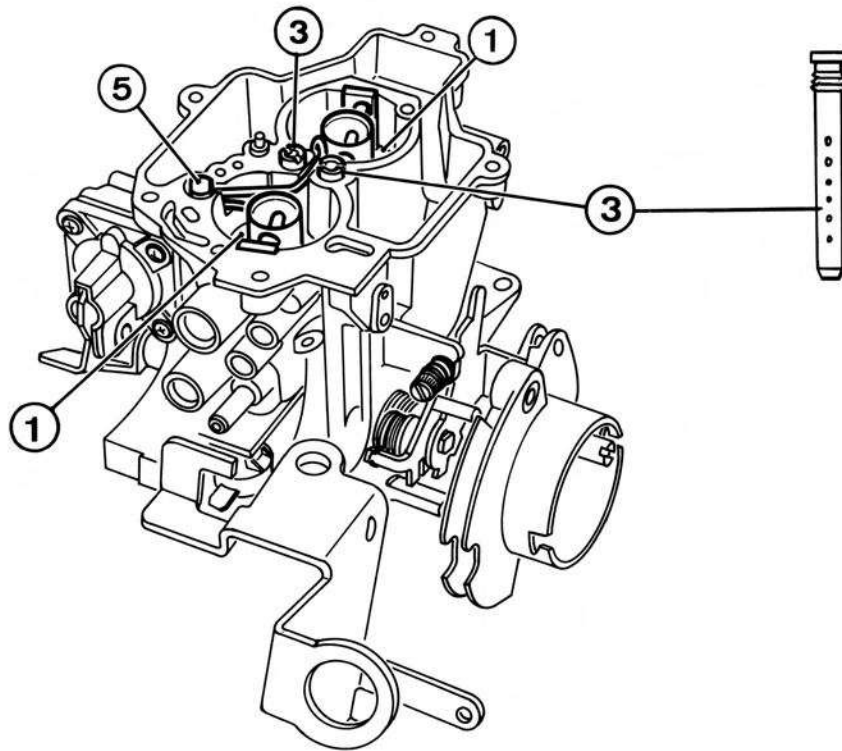
LEGISLATION PLATE (2)

This includes :

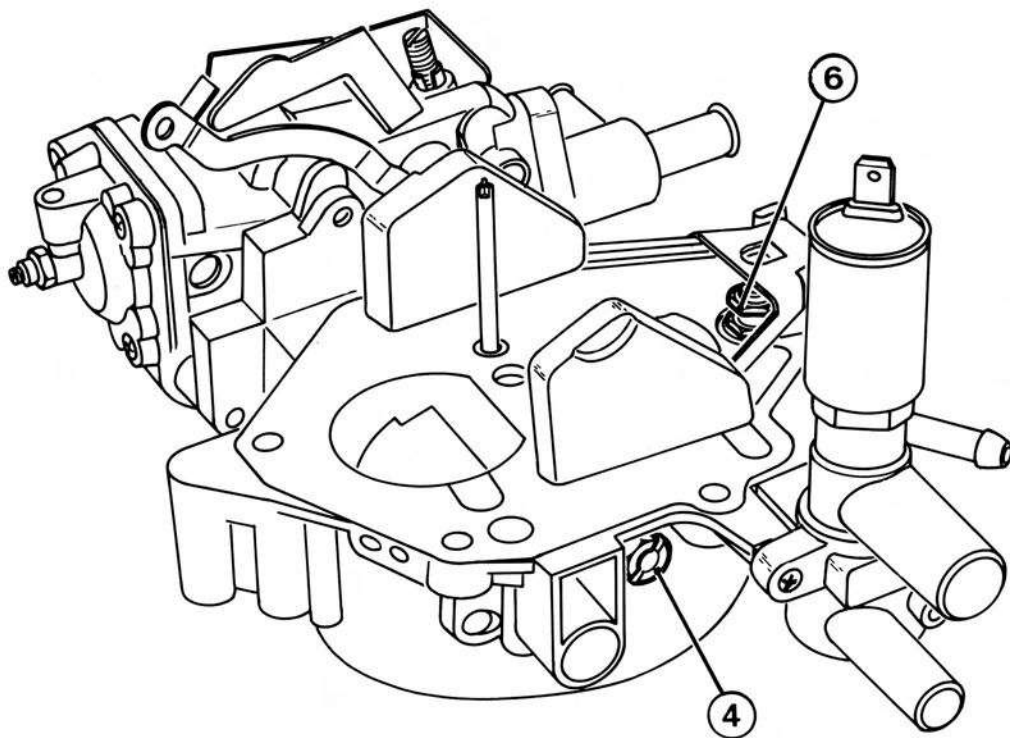
- (c) : Number defining the engine family,
- (d) : Legislative index.

NOTE - For some territories, the stamped engine type code has been retained.

IDENTIFICATION	TYPE	COMP. RATIO	CARBURETTOR
AT or AU or AZ or AV	XM7 (105)	8.8	Single barrel
AX or CB	XM7 (105)	7.5	Single barrel
CG	XM7A (105)	8.8	Double barrel
CT	XM7A (105)	8	Double barrel
BF or BH or CF	XN1 (106)	7.5	Double barrel
BE or CH or CK or VO8 or VO9 or V10 or V11	XN1A (106)	8.8	Double barrel
CP or CR	XN1A (106)	8	Double barrel
BL	XNA (133)	8.8	Double barrel
BV	XN6 (136)	8.8	K.JETRONIC Injection
BW	XN6 (136)	8.35	



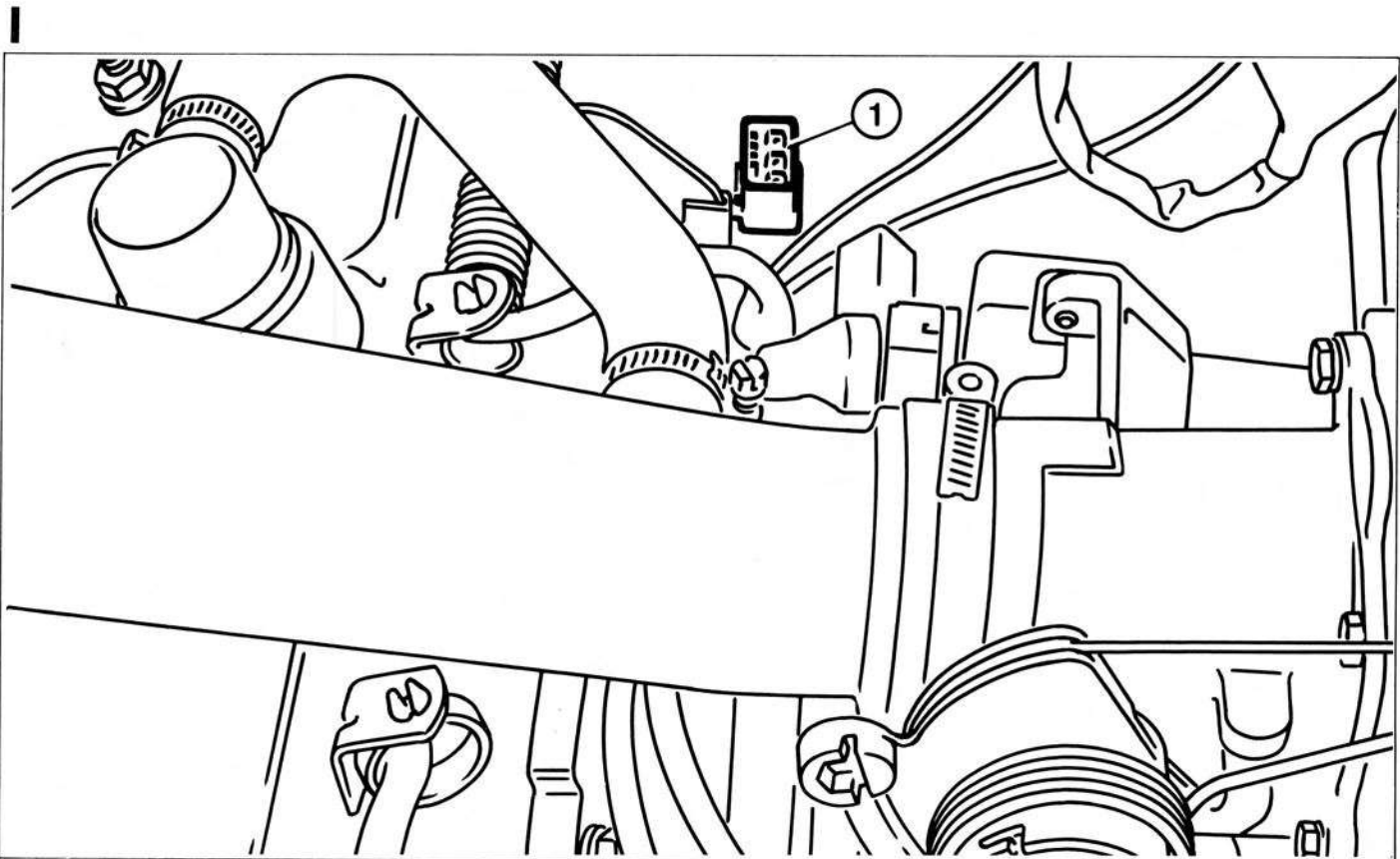
26.3.85 C2



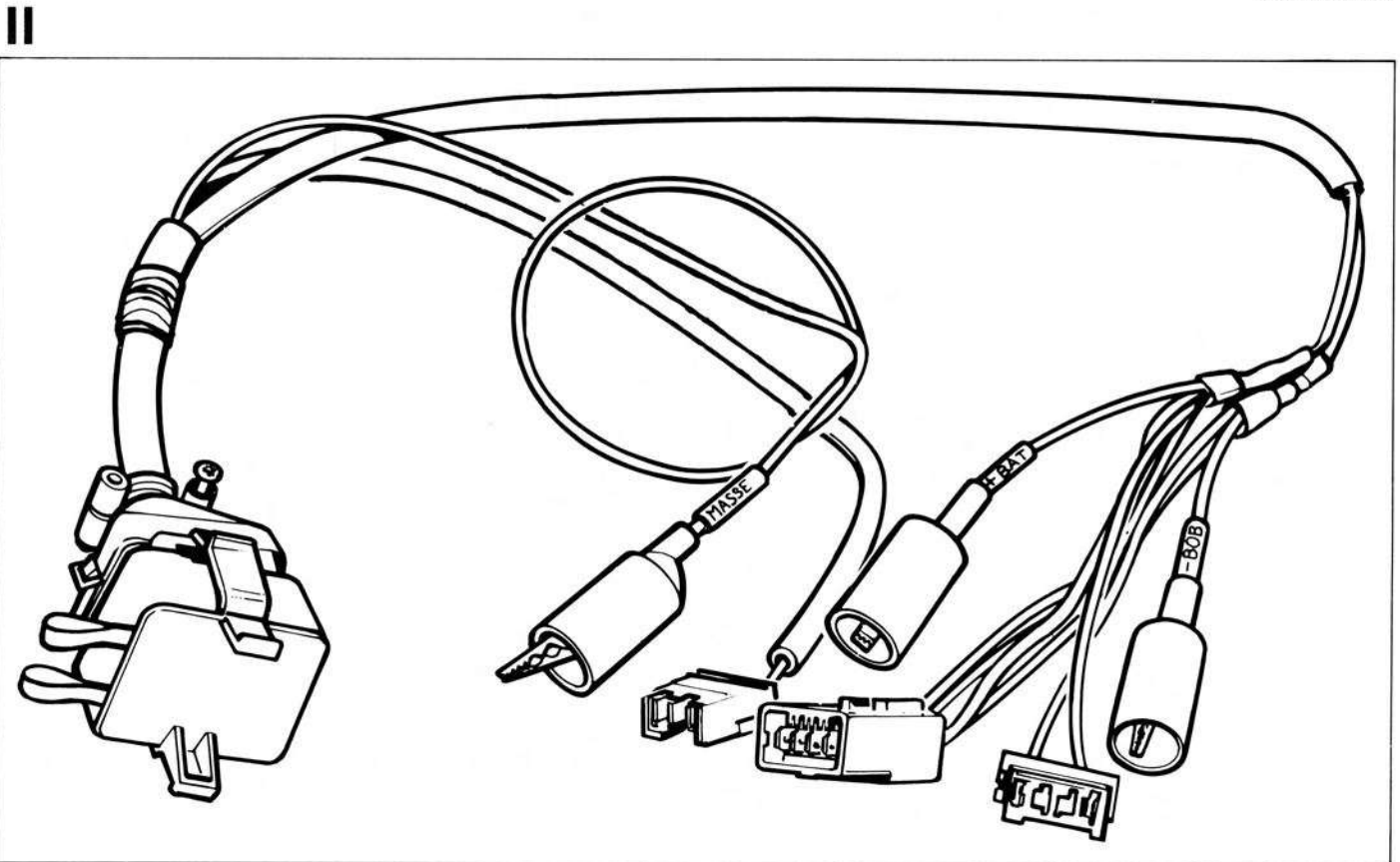
26.3.85 C3

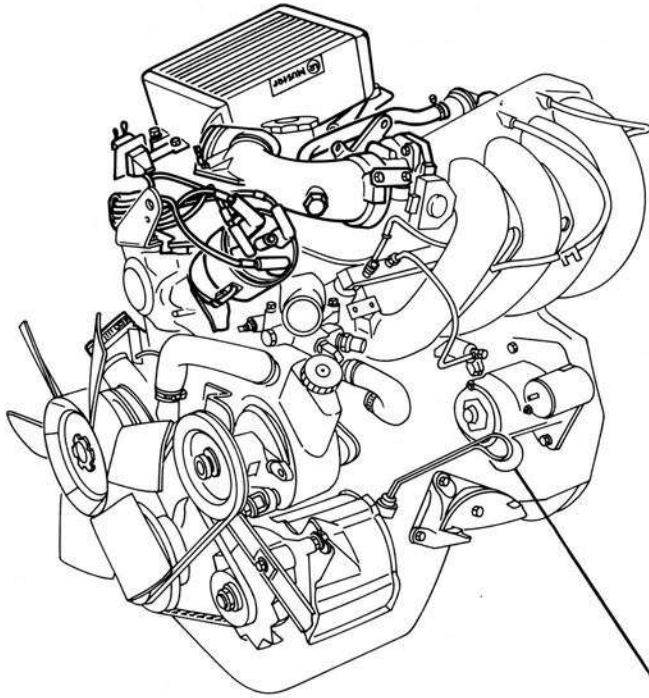
A4.002	1	ZEJ ZDJ	ENGINE ENGINE ASSEMBLY REMOVING - REFITTING	505
<p>I</p> <p>SPECIAL TOOLS</p> <p>(-).0102X</p> <p>Engine lifting equipment comprising :</p> <p>D - Cross piece, G - Hooks.</p>	<p>IV</p> <p>(-).0318</p> <p>Ø 4 HP 22</p> <p>Torque converter retaining tool.</p> <p>A - Retainer B - Clamp.</p> <p>(-).0144 B</p> <p>Flywheel lock plate.</p>			
<p>II</p> <p>(-).0125</p> <p>Engine or gearbox support.</p>	<p>V</p> <p>(-).1511 C</p> <p>Front cross member securing bolt.</p>			
<p>III</p> <p>(-).0315</p> <p>Ø 3 HP 22</p> <p>A - torque converter retaining tool. B - square for tightening the torque converter bolts.</p>	<p>VI</p> <p>TOOLS TO BE MODIFIED</p> <p>A - To gain access to the upper securing bolts on the torque converter housing, shorten an end fitting, ET8, to obtain a dimension W = 9,5 mm.</p> <p>B - To loosen and tighten the torque converter securing bolts, modify a socket J16H.</p> <p>(dimension X = 16 mm dimension Y = 8 mm).</p>			

505		ZEJ ZDJ	1	G1.003
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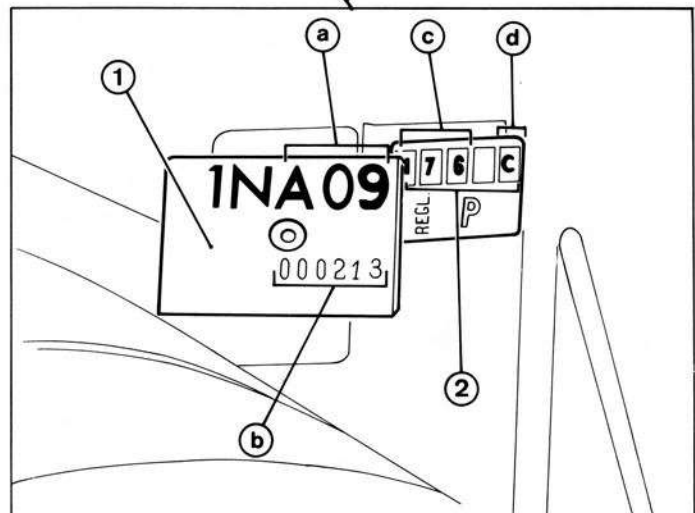


25-10-85 C4





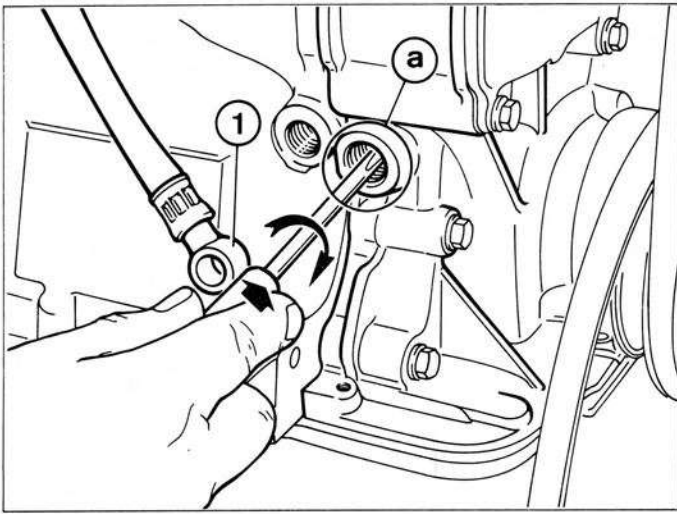
14.10.83 C13



21.2.84 C13

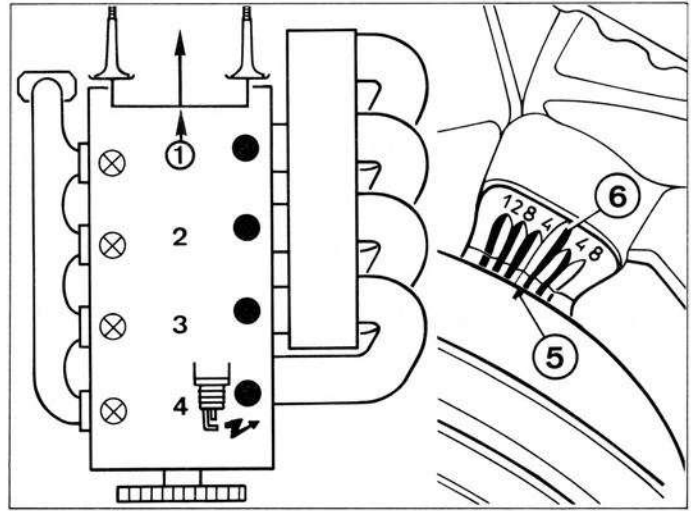
B4.008	1	N9TE	505
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I

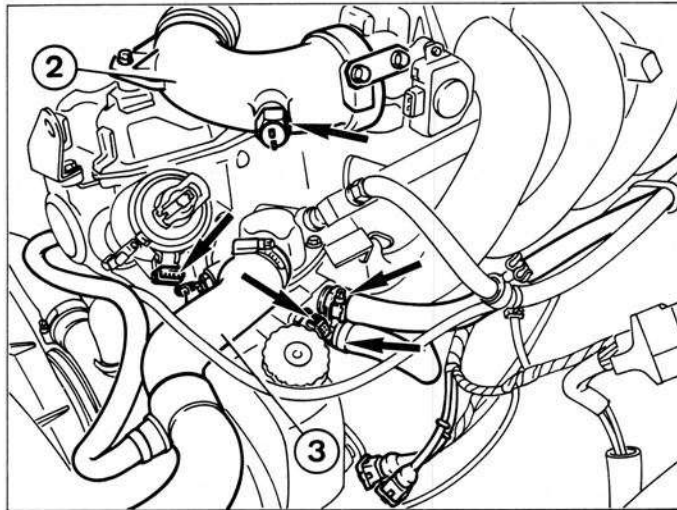


5-11-85 C27

IV

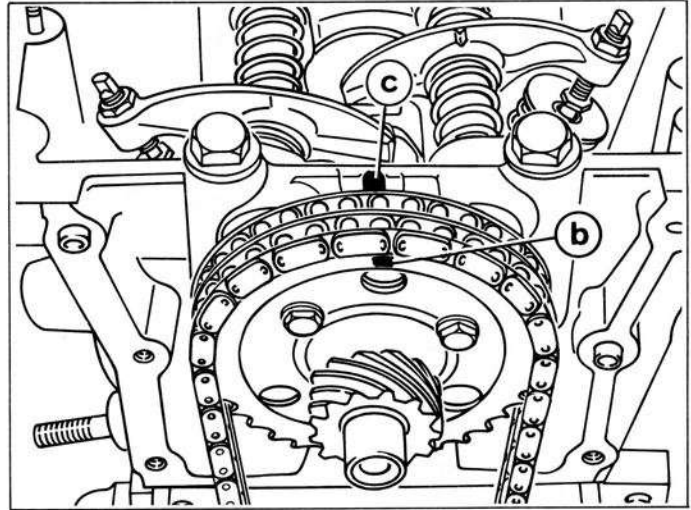


II

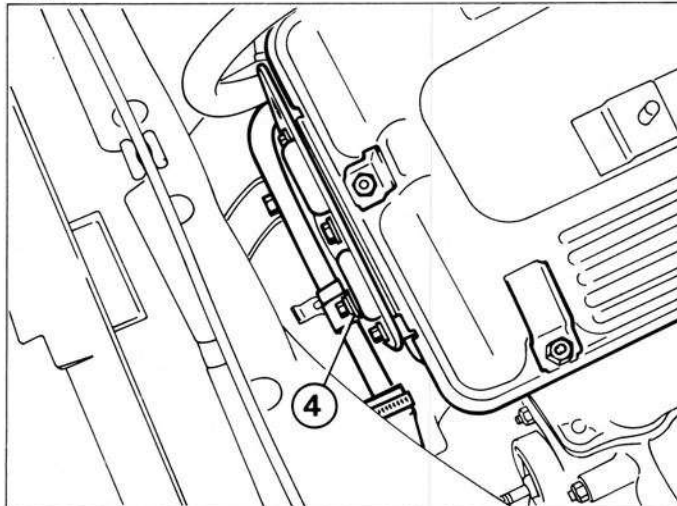


25-11-85 B50

V

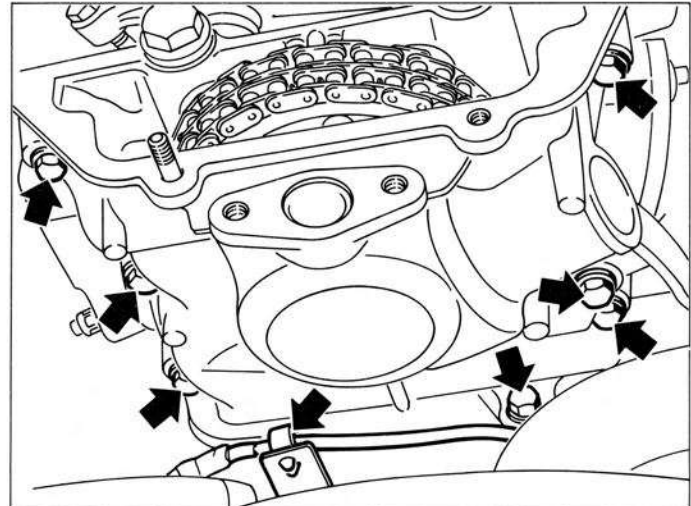


III

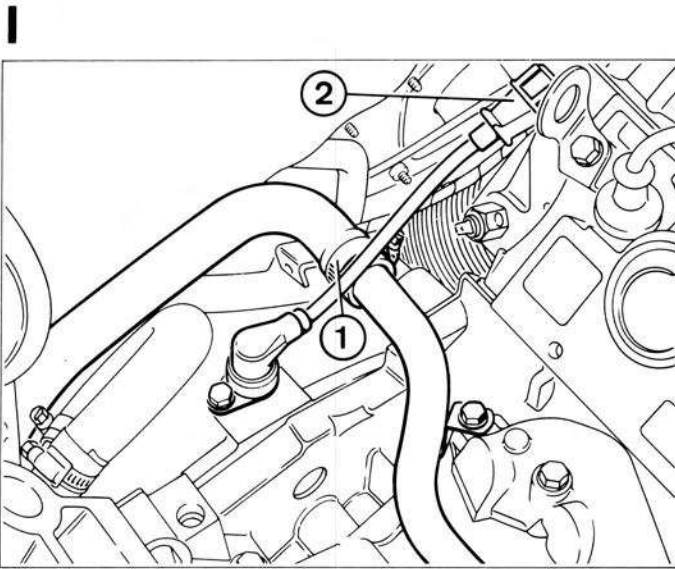


25-11-85 B54

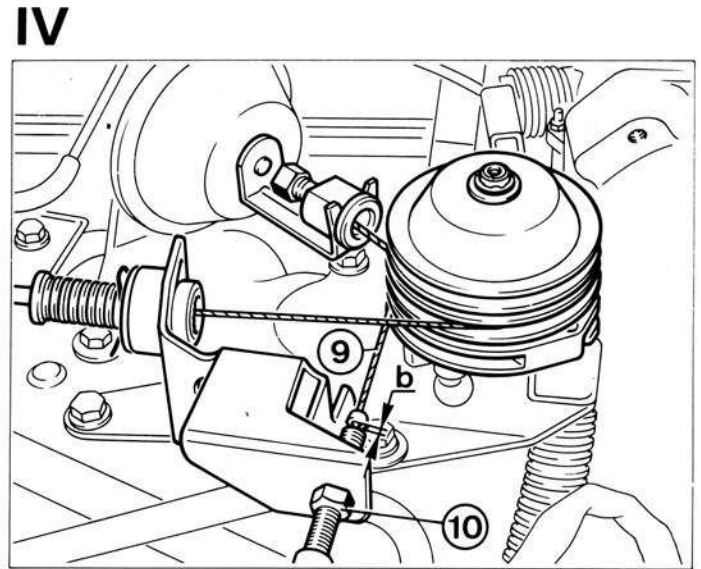
VI



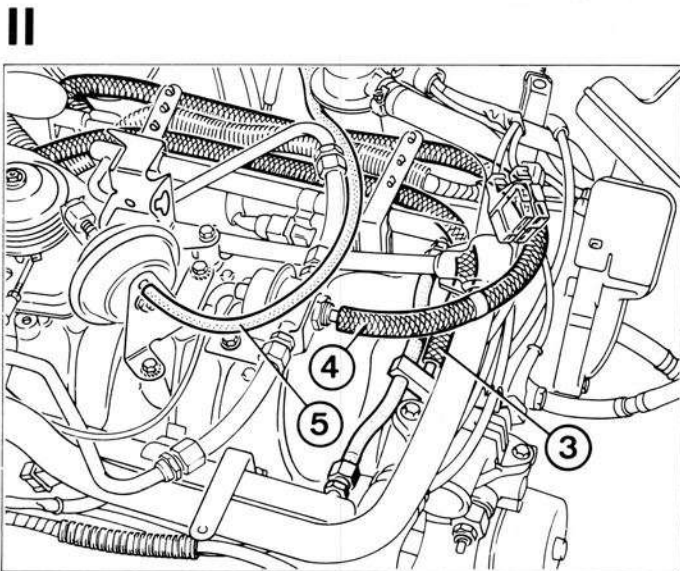
25-5-83 P8



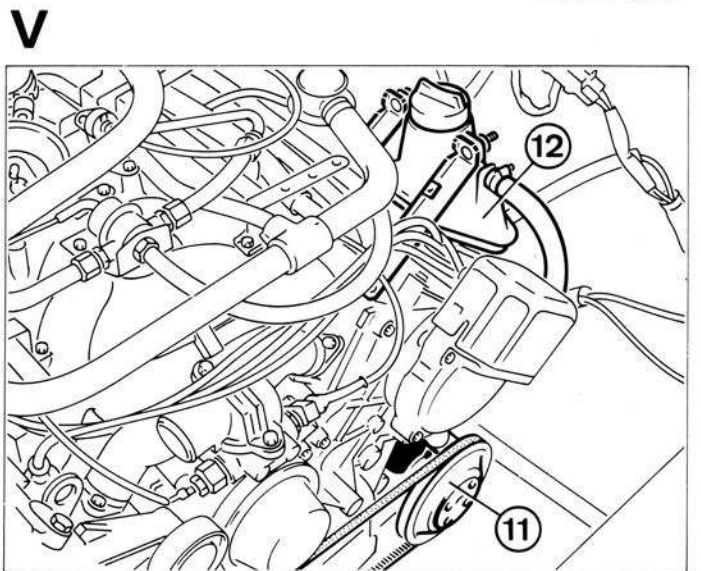
18.4.86 C7



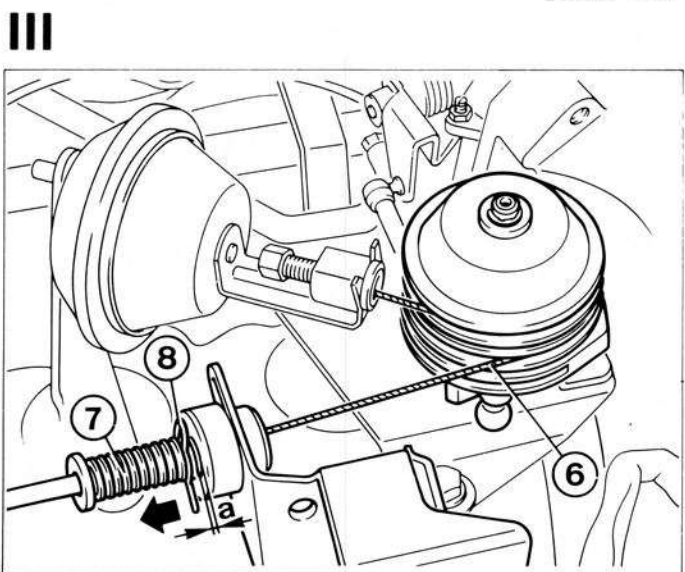
21.4.86 C103



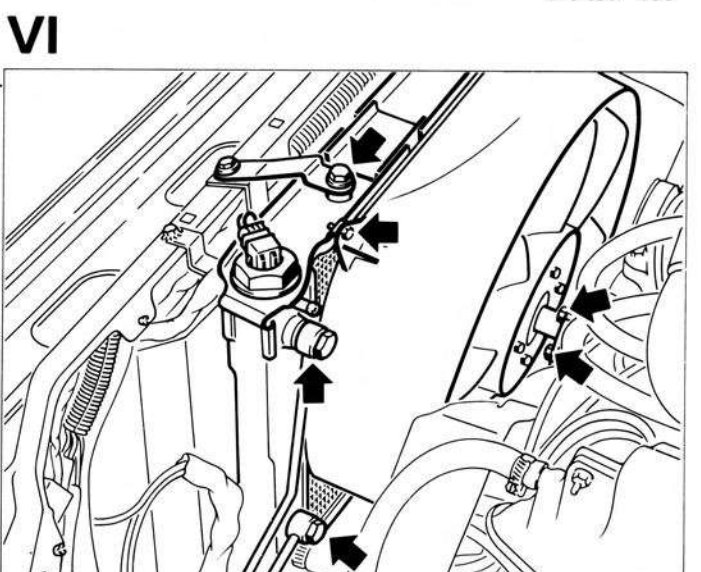
21.4.86 C44



21.4.86 C88

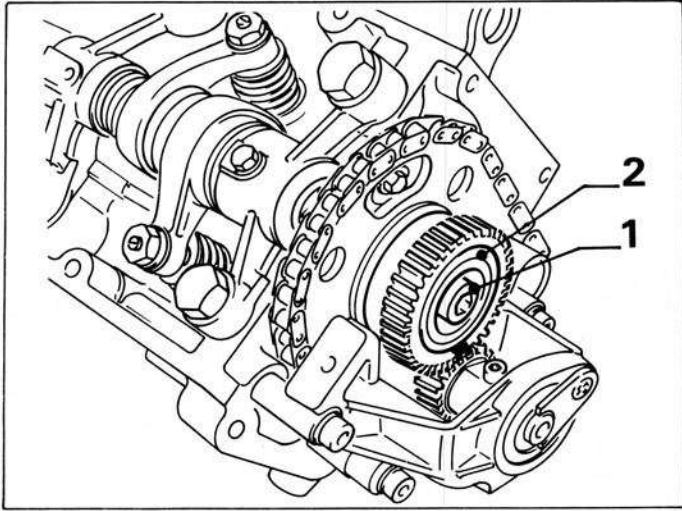


21.4.86 C102

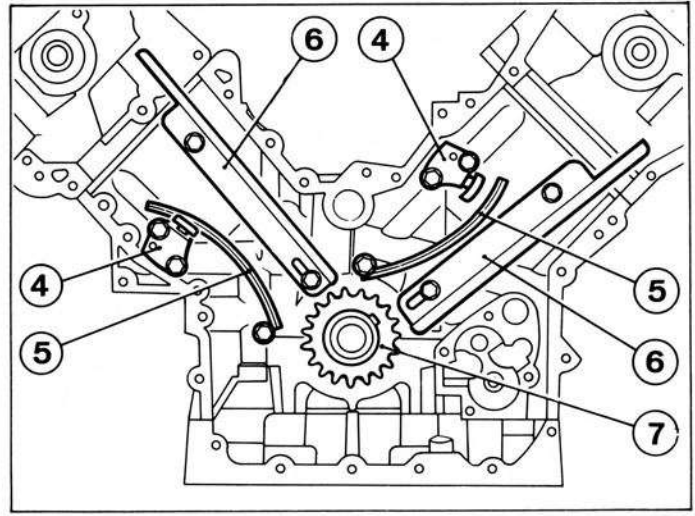


21.4.86 C98

I

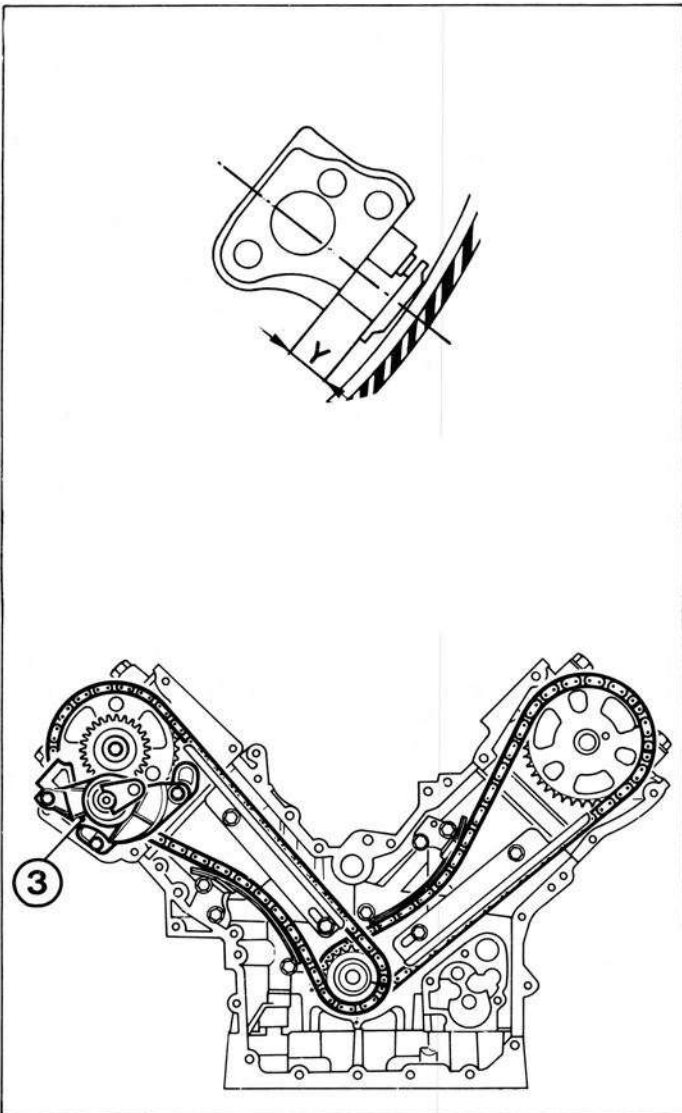


III



03-11-86 C35

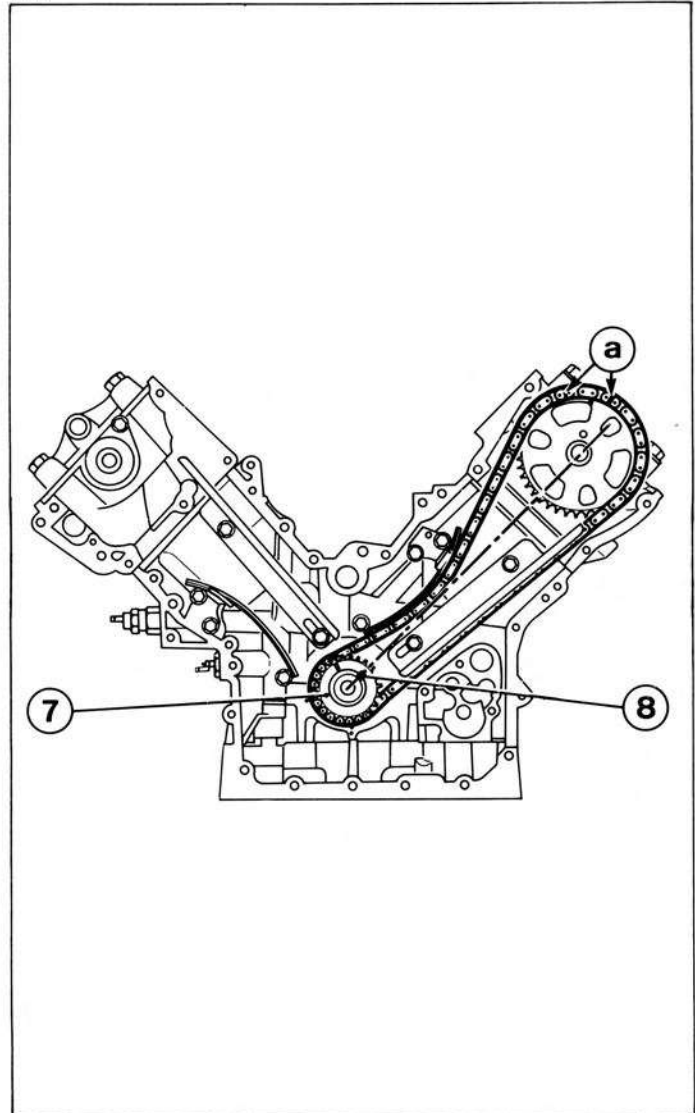
II



10-87

03-11-86 C31

IV

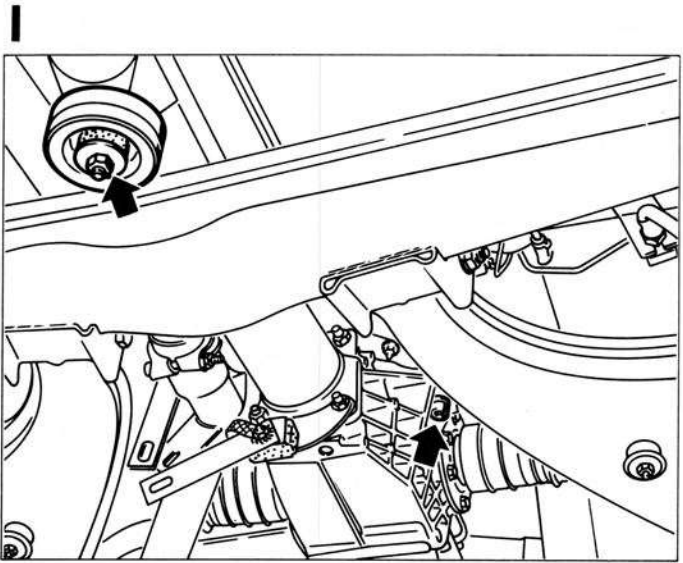


03-11-86 C33

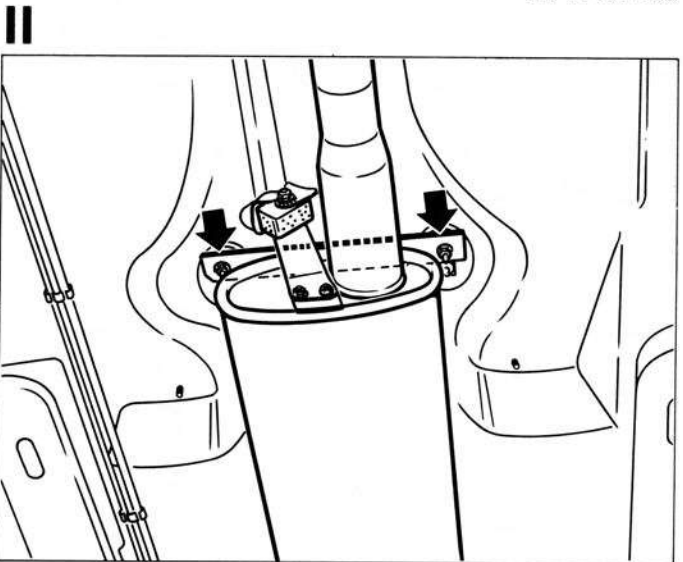
I

	Pages
B - AUTOMATIC GEARBOX	
- Identification - data	B1.002 - 003
- Adjusting the throttle valve cable	B2.002 - 005
- Removal - refitting	
- Tooling	B4.002 - 003
- Saloons	B4.004 - 015
- Removal - refitting	
- Estates and Family Estates	B4.102 - 117
- Removal - refitting	
C - CONTROLS	
- Manual gearbox	
- Adjustment of controls	C2.002 - 003
- Automatic gearbox	
- Adjustment of controls	C2.012 - 013

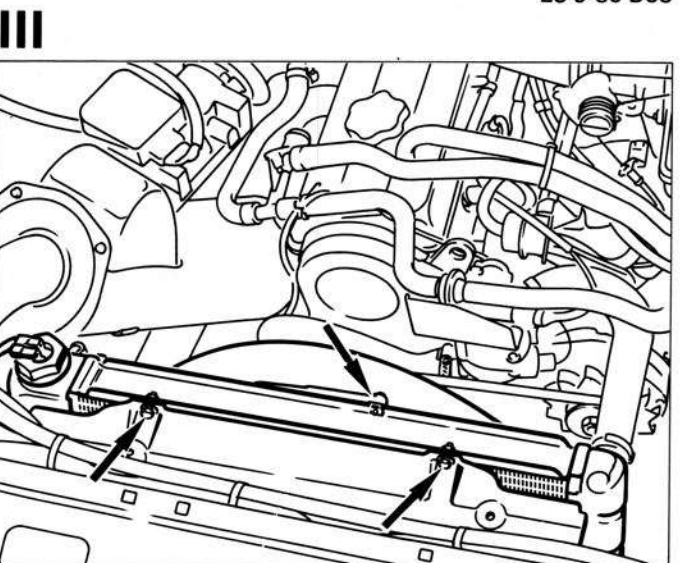
505		3 HP 22 4 HP 22	3	B4.015
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29-11-85 C60



23-9-85 B58



25-10-85 C4

C2.002⁽¹⁾

3

GEARBOX
CONTROLS
CHECKS - ADJUSTMENTS

505

I


SELECTION ROD

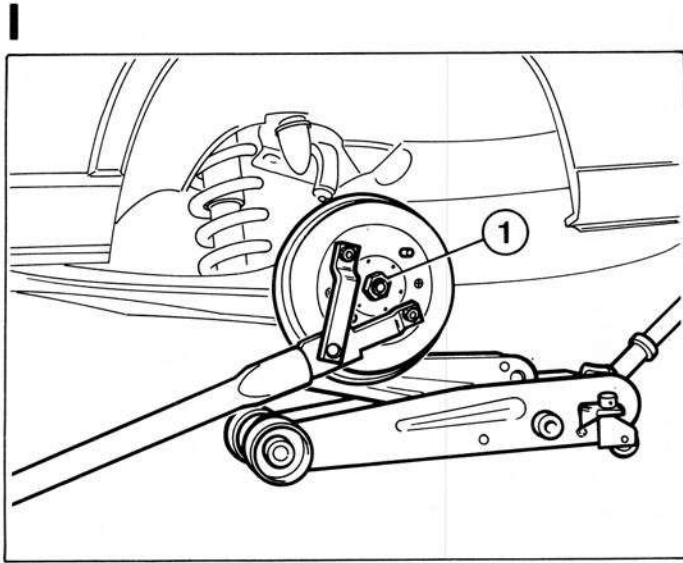
ADJUSTMENT

			Saloon		Family estate	
Gearbox	BA7/4	BA7/5	BA10/5 except ZN3J engine	BA10/5 ZN3J engine	BA7/4	BA7/5
a	113	103,5	111,5	103,5	128	120

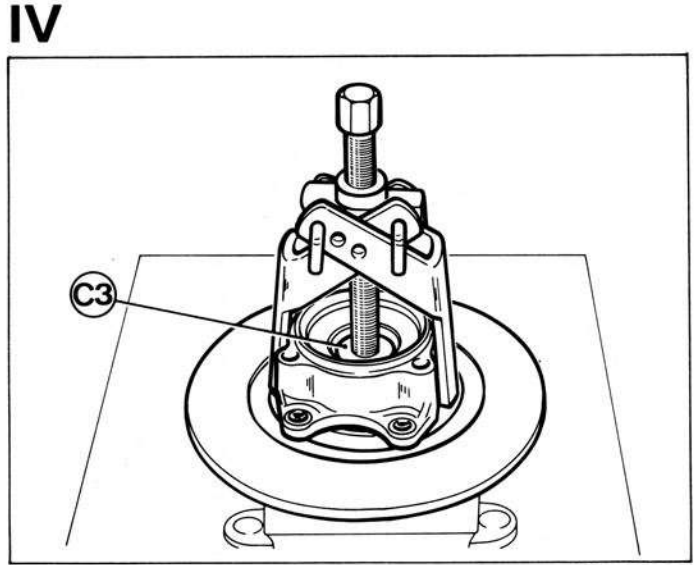
IIREVERSE PLUNGER (**BA7/4** gearbox)

ADJUSTMENT

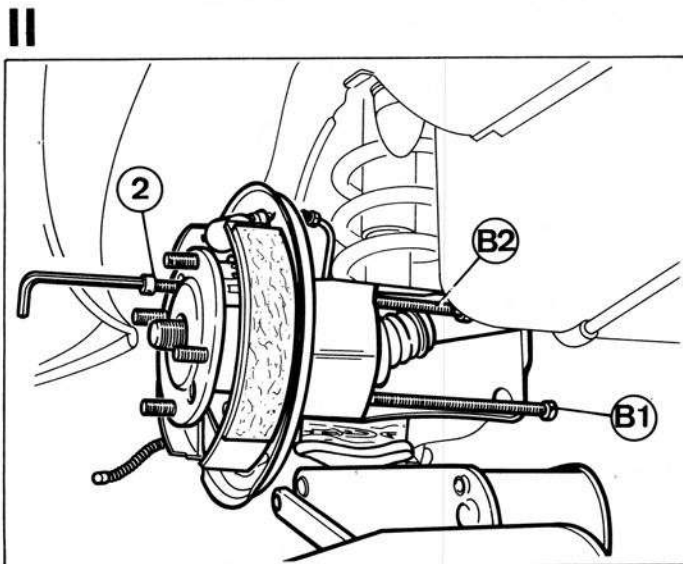
- Remove :
 - the rods **(1)** and **(2)**
 - the return spring **(3)**
- Position the engagement lever **(4)** using gauge **0.0315** ( section 15)
- Position the reverse plunger **(5)** in contact with the selection lever **(6)** and tighten the two bolts **(7)**



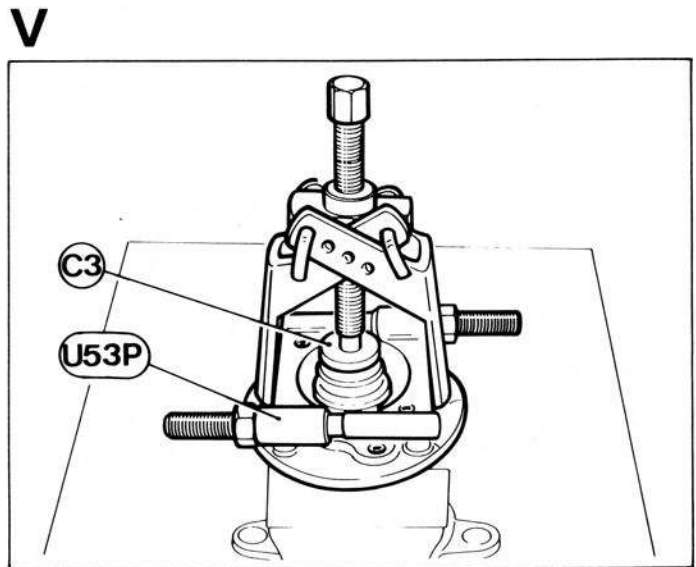
12-01-87 C44



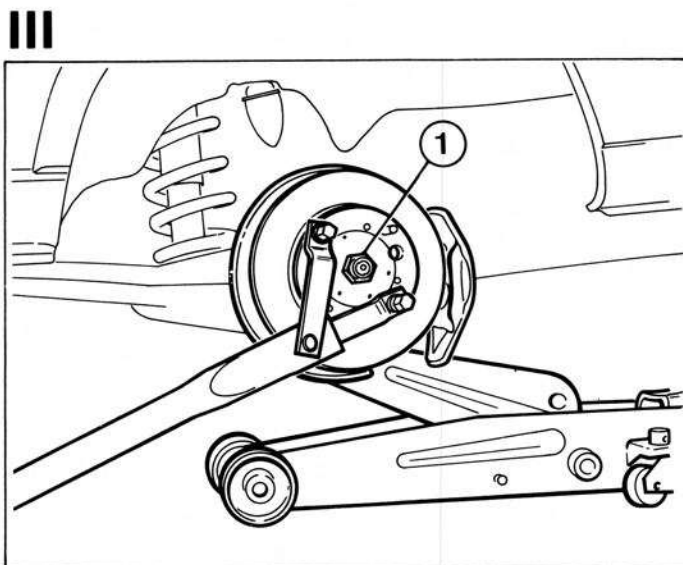
06-03-87 C4



12-01-87 C39

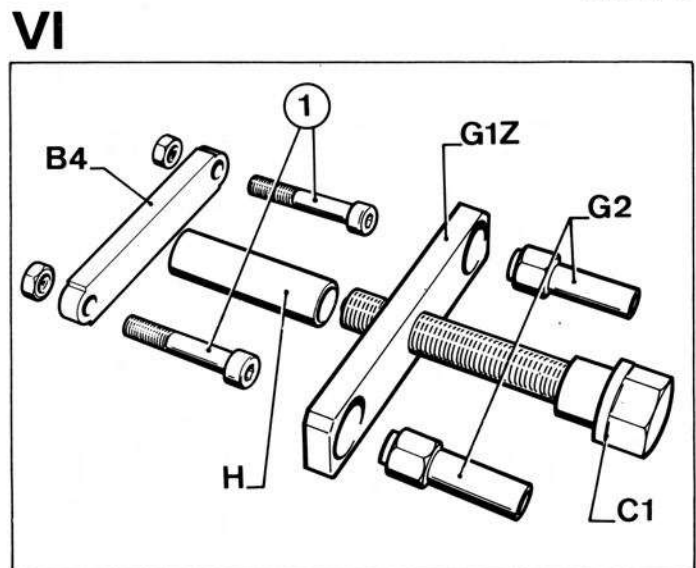


06-03-87 C5



10-87.

12-01-87 C10



12-01-87 C33

I

FRONT SUSPENSION LINKAGE, TYPE ONE

SALOONS

	All models except (1)	(1) Turbo Injection and GTDT
TOE-IN (mm)	3 ± 1	2,5 ± 1
CAMBER	-0°45' ± 30'	-1° ± 30'
CASTOR	2°40' ± 30'	
STEERING AXIS INCLINATION	9°15' ± 30'	9°30' ± 30'

ESTATES - FAMILY ESTATES

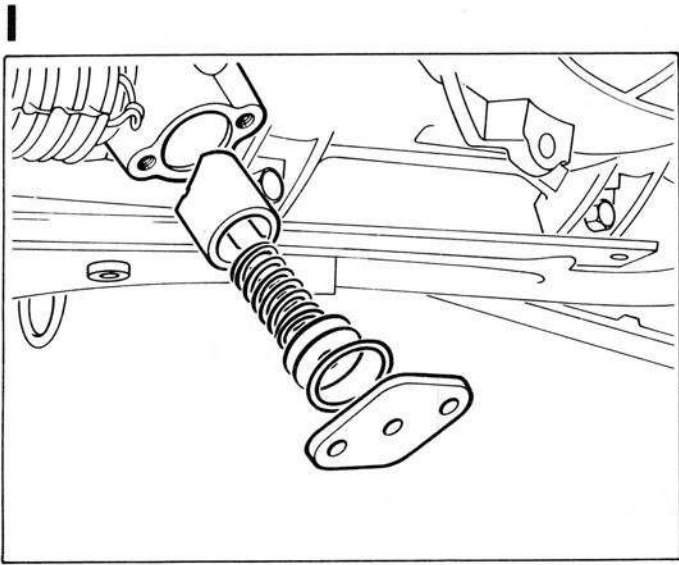
	All models except (2)	(2) GTI - GTDT
TOE-IN (mm)	3,5 ± 1	2 ± 1
CAMBER	-0°30' ± 30'	-0°55' ± 30'
CASTOR	2° ± 30'	
STEERING AXIS INCLINATION	9° ± 30'	9°25' ± 30'

This data is for vehicles at kerb weight (*).

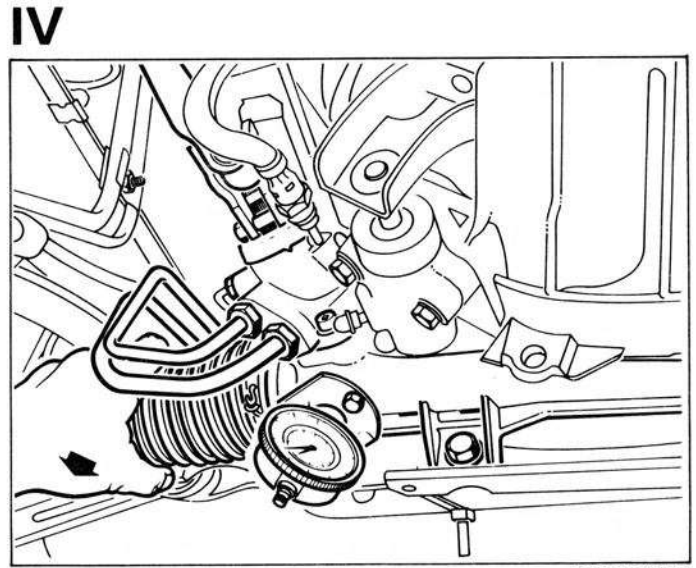
(*) with tools and full complement of oil, coolant and fuel.

TIGHTENING TORQUES

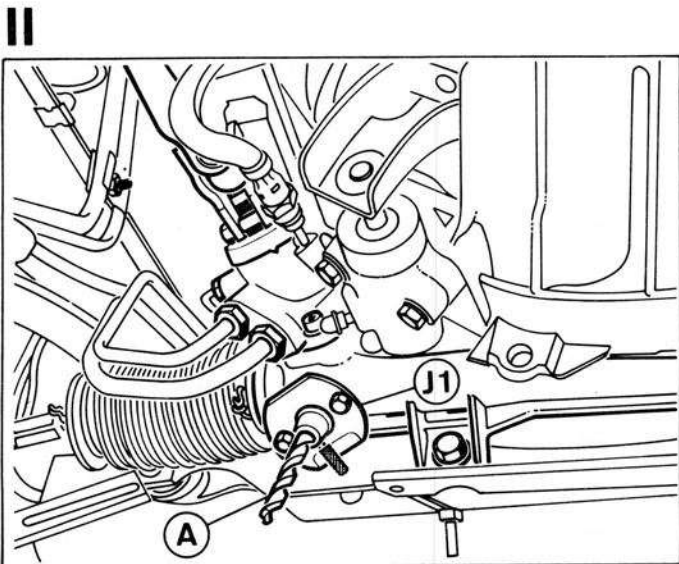
shown in m.daN on the illustration opposite 1 m.daN = 7.38 lbf ft.



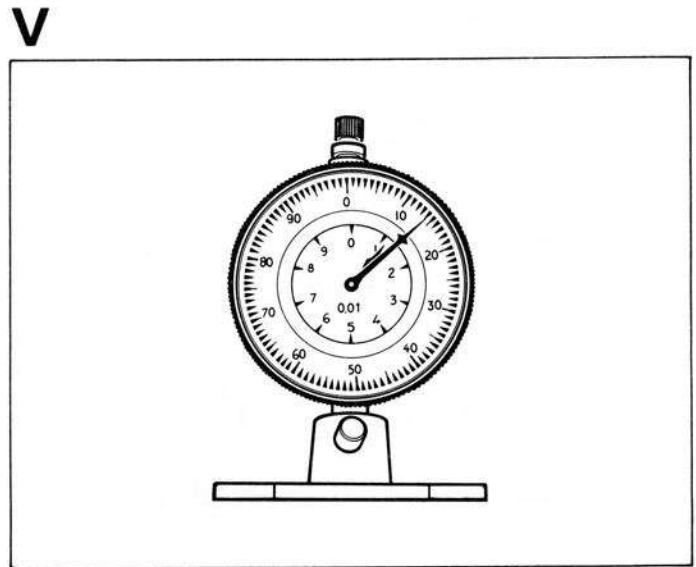
22-12-81 C31



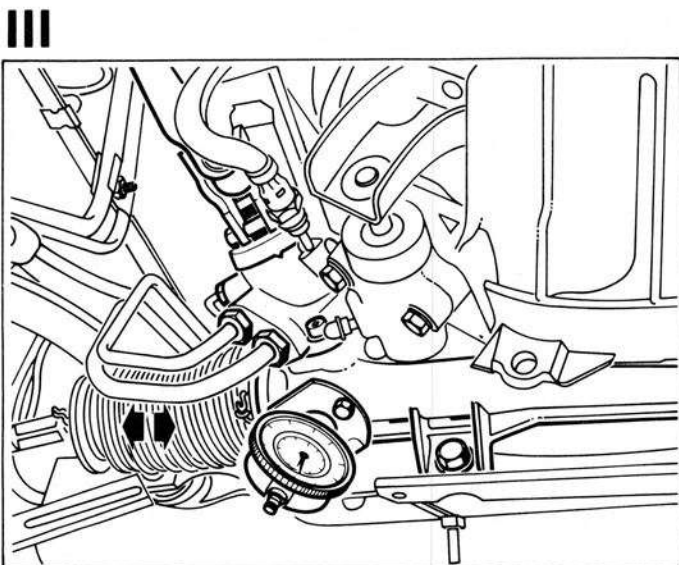
08-01-87 B1



08-01-87 B5

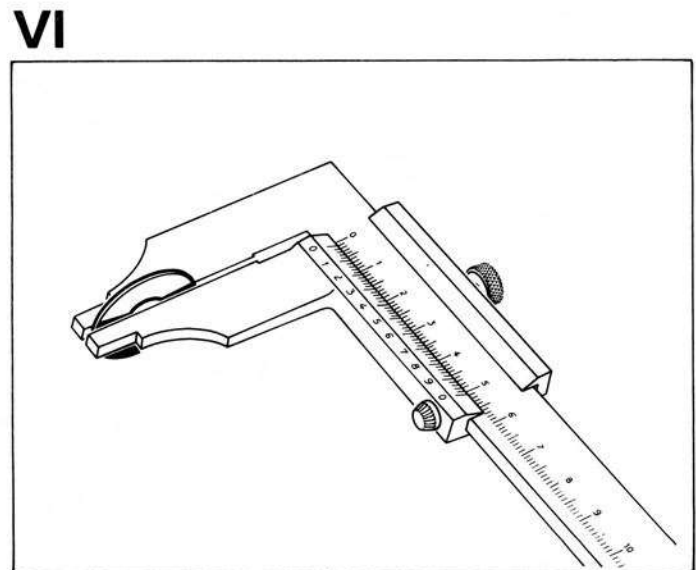


16-02-87 C2



10-87

08-01-87 B3



16-02-87 C6