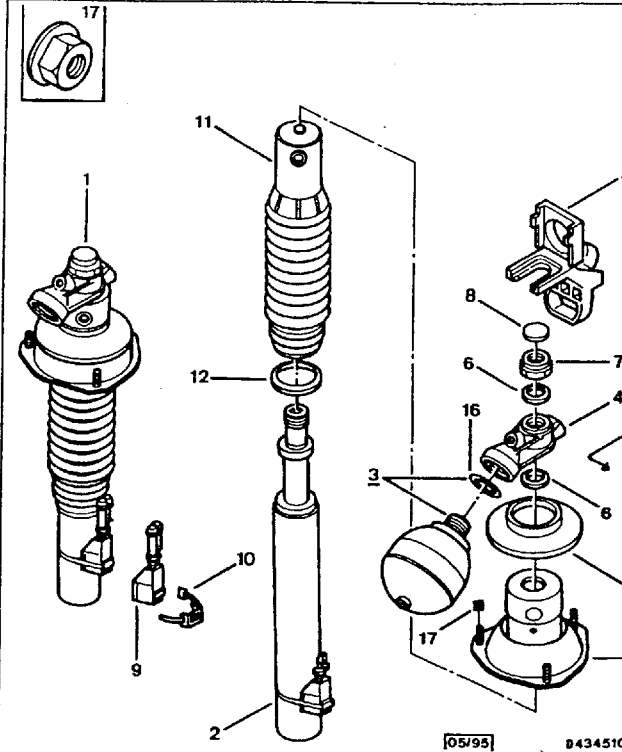


[05/95] D4221100

E4221100

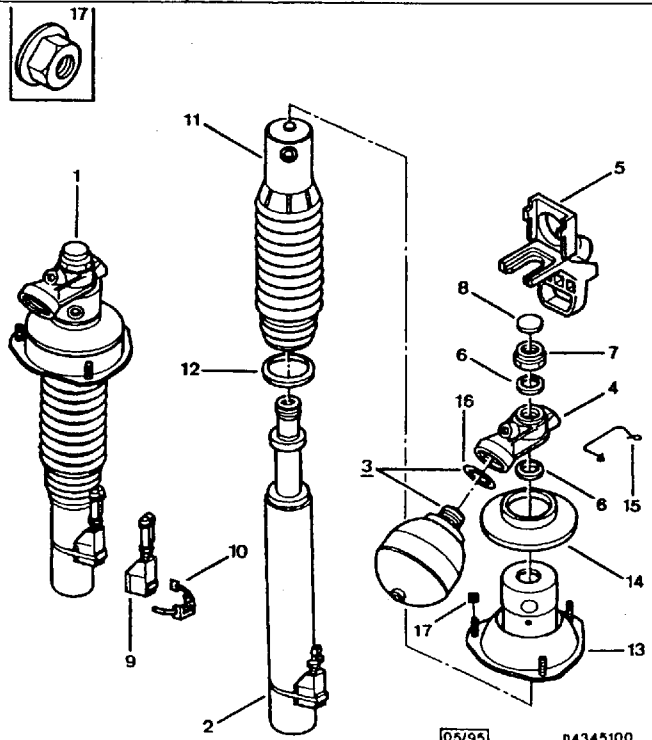
1	95 633 140	01	SUSP CROSSMEMBR
2	95 632 592	01	FLEXIBLE JOINT LEFT AV
	95 632 593	01	RIGHT AV
3	91 504 873 RP 5149 90	02	FLEXIB MOUNTING AR
4	75 532 224 RP 5166 42	02	REBOUND BLOCK AR 40X55X40
5	95 635 231	02	RUBBER BUFFER DIAM 45 E 73,5
6	95 565 801	02	ARM STOP CC
7	95 565 802	02	SUSP BUMP SPACR DIAM 8,5X12-35
8	79 03 001 315 RP 6922 58	02	CAPSCREW DIAM 12X1,50-66,5
9	79 03 201 038 RP 6933 04	02	8X125-50
10	79 03 053 115 RP 6949 09	06	PLAIN WASHER DIAM 10,25X27X3,5
11	25 355 019	02	SELF LOCKG NUT 8X125-10,5-13
12	79 03 034 087 RP 6939 34	02	HEF 12X1,50H13
13	79 03 033 027 RP 6936 30	02	WASHER-NUT DIAM 10X1,50
14	79 03 033 015 RP 6932 43	02	10X125-9,2-21,9



[05/95] D4345100

E4345100

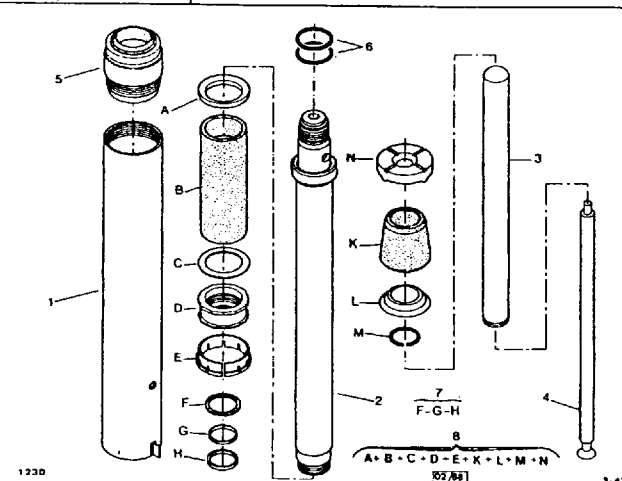
16	95 630 952 RP 5272 15	02	SUSP CYL O-RING 37,4X42X2,6
17	79 03 033 007 RP 6936 80	06	SELF LOCKG NUT DIAM 8X1,25



[05/95] D4345100

E4345100

1	95 637 130 RP 95 650 942	02	SUSPENSION CYL
2	95 615 146 RP 95 650 942	02	
3	95 630 575	02	SPHERE + GASKET 500CM3 55BARS -16 TZI -SALOON 19 TRI -SALOON 19 TZI
4	96 024 565	02	500CM3 55BARS -ESTATE 19 TRI -ESTATE 19 TZI
5	96 024 569	02	400CM3 55BARS -GTI
6	96 087 641	02	400CM3 45 BARS -GTI 16V -WITH ABS BRAKES
7	95 566 649	02	SPHERE BRACKET
8	96 141 827	02	SUPPORT LUG RAYMOND
9	24 826 009	09	SUSP CYL O-RING
10	95 566 652	02	SUPPORT NUT DIAM INT 26X1,00
11	95 574 124	02	SUSP PROTECTOR CC DIAM INT 28 E8,5
12	95 622 818	02	LEAK BACK HOSE
13	95 612 275 RP 96 127 591	02	ADJUST COLLAR
14	95 579 468	02	DUST GUARD
15	95 579 470	02	BOOT RING DIAM 52,5X63 E 5
	95 563 928	02	CYL SUPPORT SUP
	95 563 922	02	RETAINER
	95 576 879	02	CYLINDER PIN



E4346100

1	95 598 748	02	CYLINDER SLIDE
2	95 607 546	02	SUSPENSION CYL
3	95 607 545	02	SUSP CYL PISTON
4	95 598 746	02	CYLINDER ROD
5	96 004 372	02	SLIDE BEARING
6	24 826 009	04	SUSP CYL O-RING
7	95 597 221	02	CYLINDER KIT
8	95 650 941	02	AV

Operation  
number

## DESCRIPTION

XB. 430

Tools to be used

XB. 430-00

Suspension characteristics and special features

- I. Characteristics
- II. Special features

XB. 433-1

Working on hydraulic suspension components

- I. Removal / refitting of a front hydraulic suspension unit
- II. Removal / refitting of a rear hydraulic suspension unit
- III. Removal / refitting of a front height corrector
- IV. Removal / refitting of a rear height corrector
- V. Checking a hydropneumatic sphere, off the vehicle.

XB. 433-3

Reconditioning the  
front and rear  
suspension cylinders



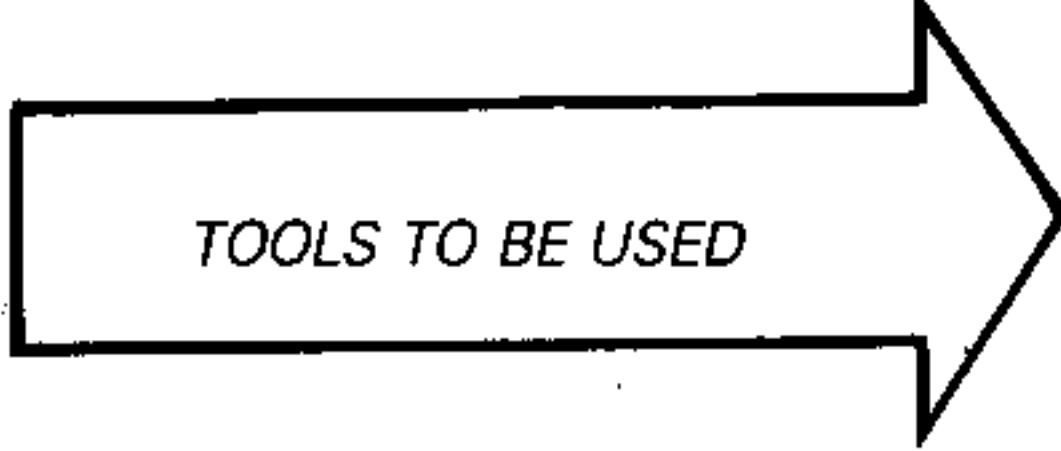
XB. 434-4

Working on mechanical suspension components

- I. Removal / refitting of a front anti-roll bar
- II. Removal / refitting of a rear anti-roll bar.

XB. 471-0

Characteristics of wheels and tyres



*TOOLS TO BE USED*

Chain wrench, reference FACOM 136 :

To be used for removing / refitting the hydropneumatic spheres.

From tool box **8.0908-T**, R.P. reference : **OUT 380 908-T**

use support **C** for gripping the front suspension unit in the vice.

**7102-T** R.P. reference : **OUT 107 102-T**

Anti-roll bar spring compressor, (→ 06/87).

136



82-827

8 0908 - T.C

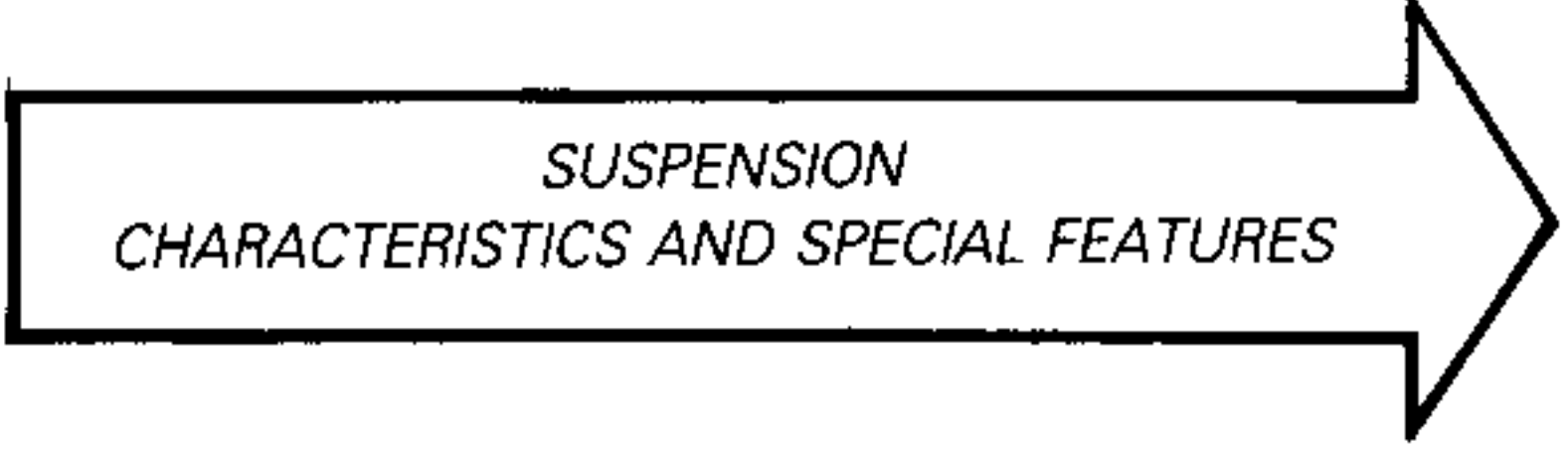


76-222

7102 - T



82-1903



*SUSPENSION  
CHARACTERISTICS AND SPECIAL FEATURES*

## CHARACTERISTICS

Hydropneumatic suspension combining a great flexibility with constant self-levelling (*independent system on all four wheels*).

**Front suspension unit** : (simple and compact design)

List of components :

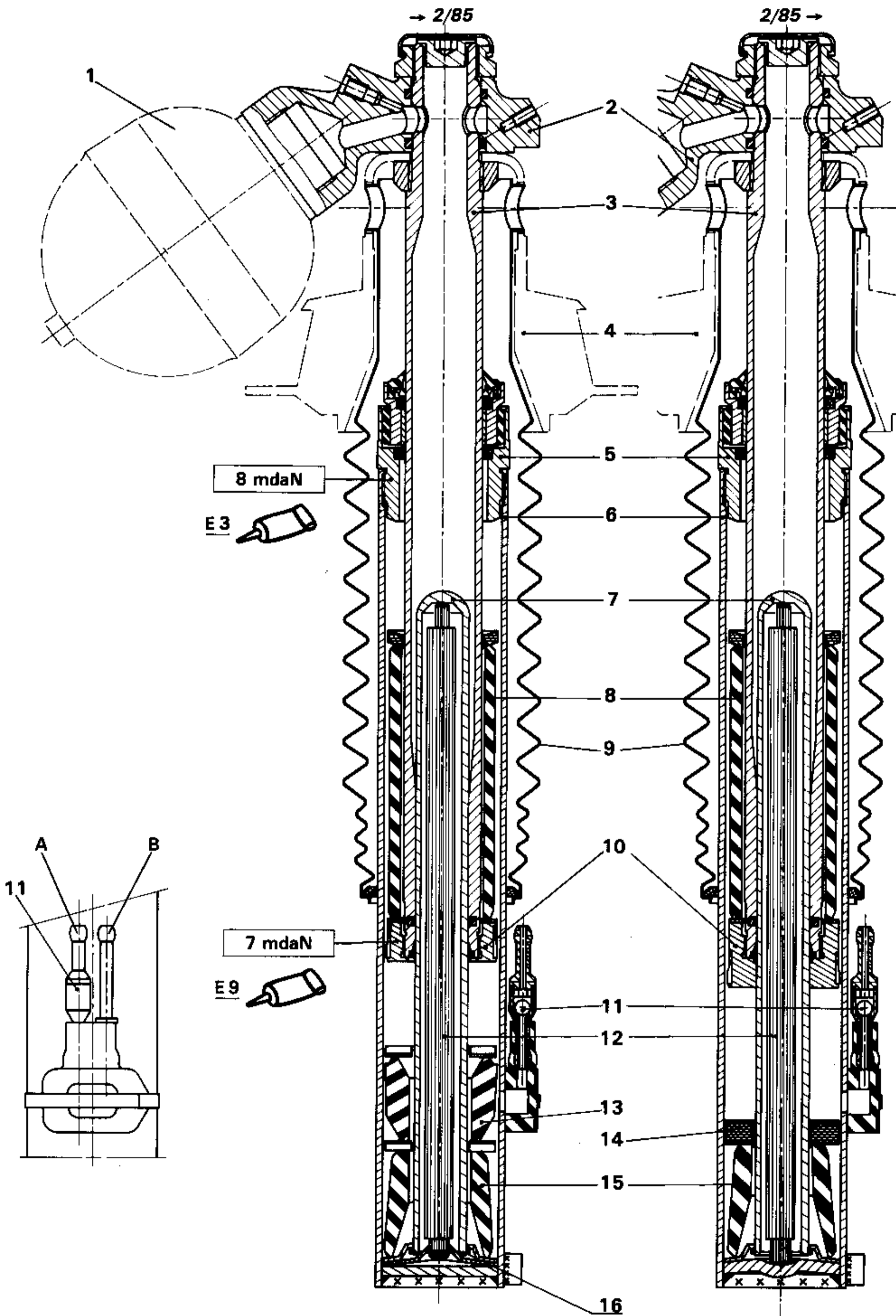
- ① Hydropneumatic sphere
- ② Sphere support
- ③ Cylinder
- ④ Silent block mounting between cylinder and bodyshell
- ⑤ Flexible coupling
- ⑥ Slide
- ⑦ Piston
- ⑧ Rebound stop
- ⑨ Dust cover
- ⑩ Guide bush
- ⑪ One-way valve { **A** : on overflow return pipe  
                          **B** : on vent pipe.
- ⑫ Link-rod
- ⑬ Upper travel stop
- ⑭ Sliding washer
- ⑮ Lower travel stop
- ⑯ Locating washer

## DESCRIPTION

The pressure builds up simultaneously inside sphere **(1)** and cylinder **(3)**.

Cylinder **(3)** has been designed connected to the bodyshell, and piston **(7)** to wheel hub.

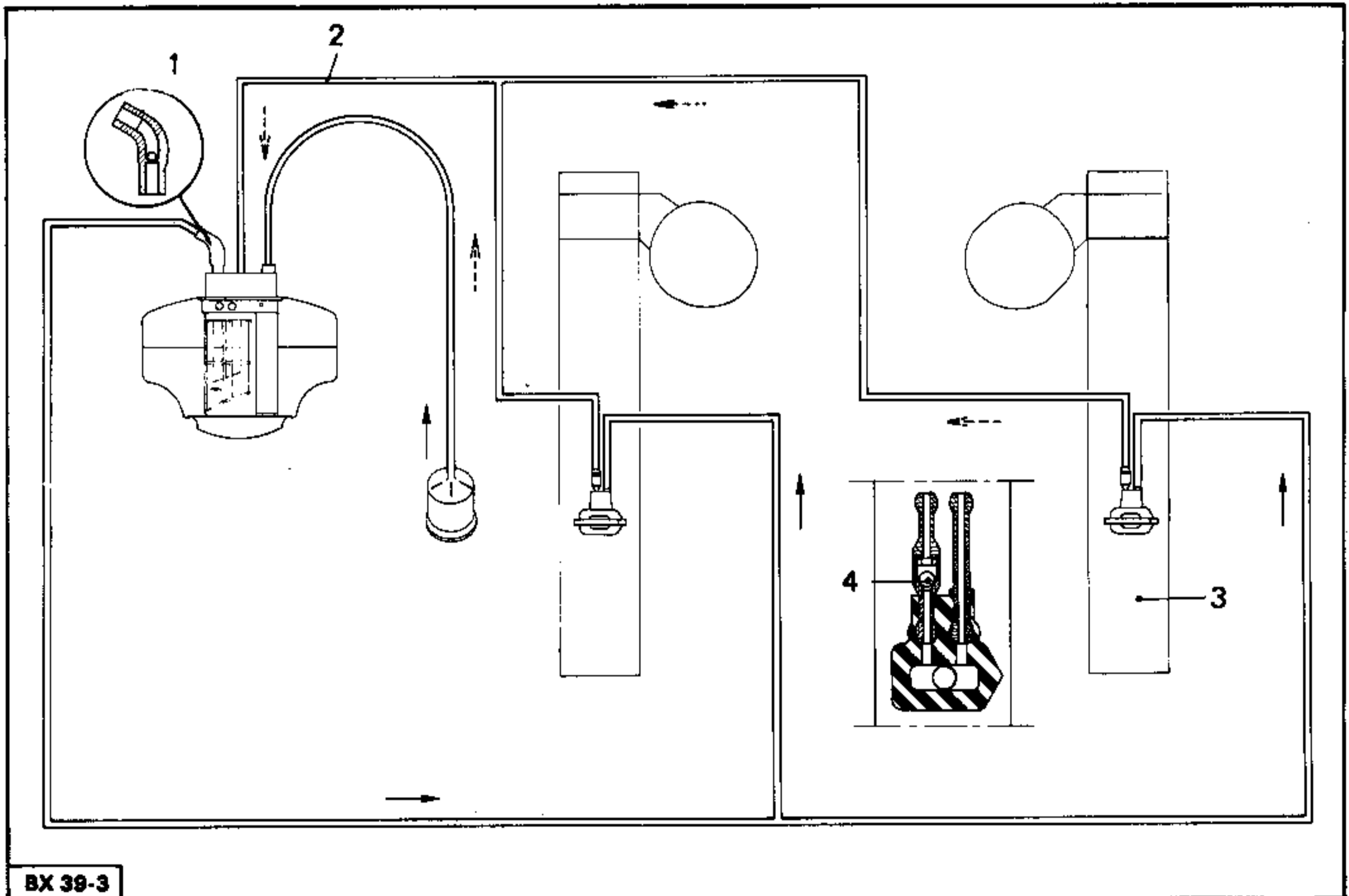
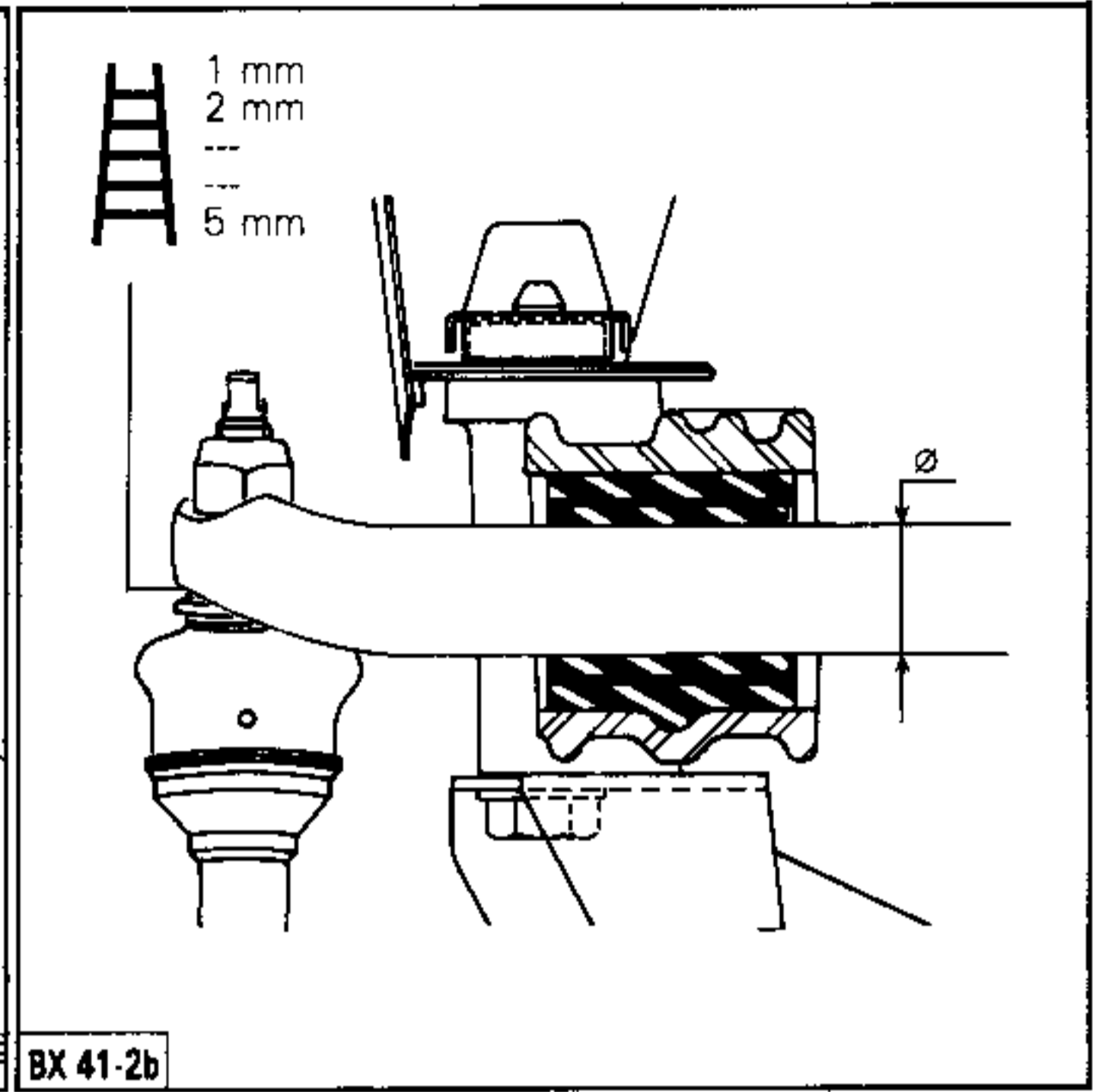
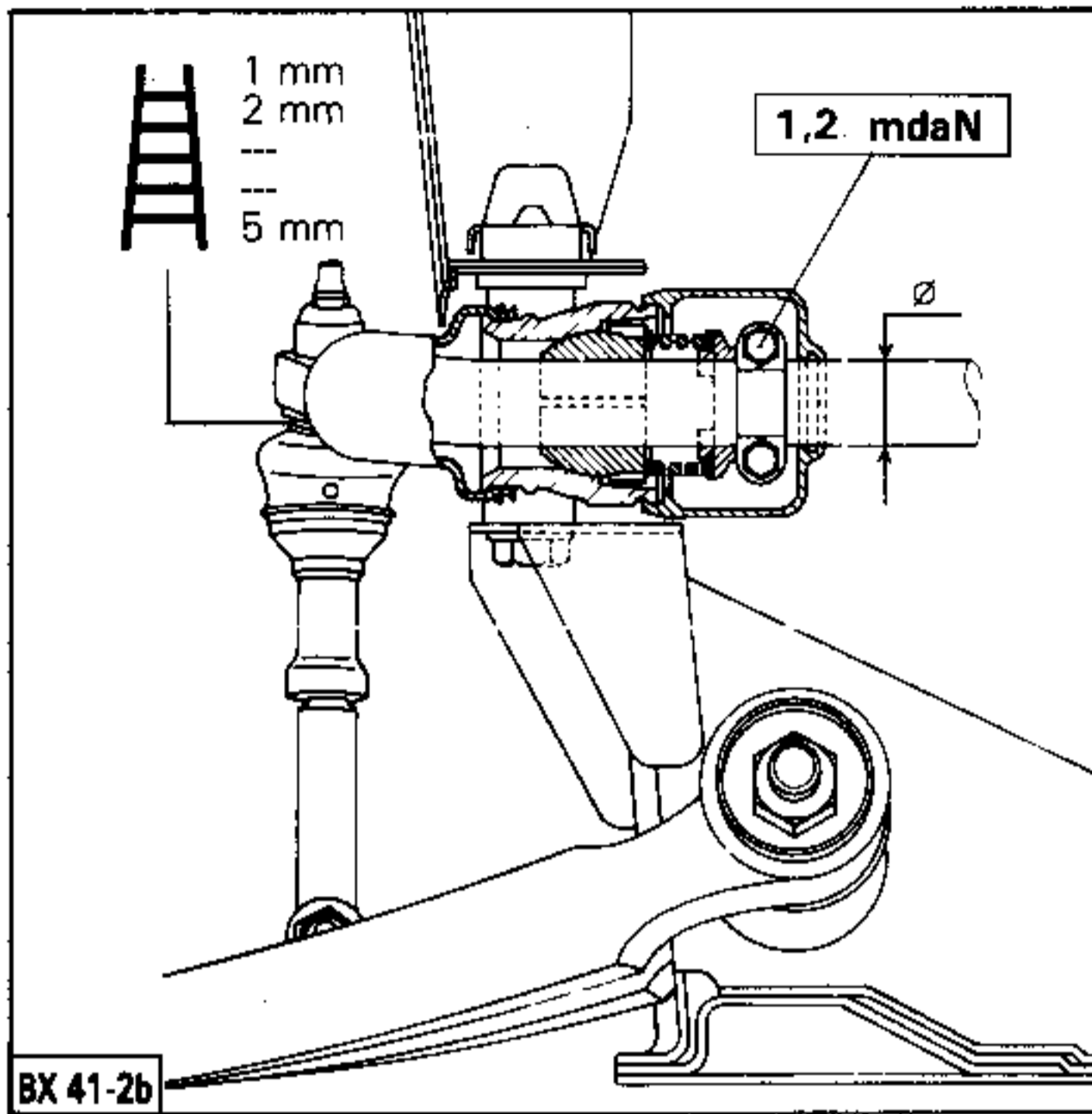
The cylinder **(3)** and slide **(6)** assembly, partly controlled by the flexible coupling **(5)** and guide bush **(10)** sliding movement, are kept constantly aligned.



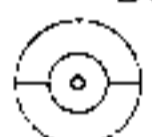


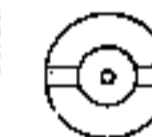


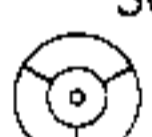







(-&gt; 06/87)

(06/87 -&gt;)



SALOONS							ESTATES			
HYDROPNEUMATIC SPHERES	BX BX 14	9/85 → BX 15 Petr., BX 16 carb. BX 19 " " BX 17 Di. BX 19 " "	→ 88 M.Y. BX 19 GTI without ABS	88 M.Y. → BX 19 GTI	BX GTI 16 valves	BX Sport	→ 88 M.Y. BX 14	88 M.Y. → BX 14	→ 88 M.Y. BX 16 and BX 19 inj. and carb.	88 M.Y. → BX 16 and BX 19 inj. and carb.
	→ 9/85 BX 16 BX 19 Petr. Carb. BX 19 Di.	→ 88 M.Y. BX 16 TRI BX 19 TRI without ABS	88 M.Y. → BX 16 TRI BX 19 TRI with or with out ABS		→ 88 M.Y. BX 19 GTI BX 19 TRI with ABS				BX 19 Di.	BX 19 Di.
Front	①	⑨	②	③	④	②	①	①	⑨	⑩
Rear	⑤	⑤	⑤	⑥	⑦	⑧	⑫	⑪	⑫	⑪

HYDROPNEUMATIC SPHERES	400 cc					
	①	②	③	④	⑤	⑥
R.P. No.	95 564 253	95 630 610	96 024 568	96 002 148	95 564 974	95 635 425
Pressure (bar) $\pm \frac{5}{10}$	55	55	55	45	40	40
Ref. mark - dia. of central hole (mm)	 1.8	 1.65	 1.4	 1.4	 1.1	 1.1
R.P. No. Export	95 564 255	95 636 831	96 024 569	96 002 145	95 564 975	95 635 424
	400 cc			500 cc		
	⑦	⑧	⑨	⑩	⑪	⑫
R.P. No.	96 002 158	95 630 609	95 630 572	96 024 563	96 024 566	95 606 143
Pressure (bar) $\pm \frac{5}{10}$	30	30	55	55	40	40
Ref. mark - dia. of central hole in mm	 1.0	 1.1	 1.8	 1.65	 1.1	 1.25
R.P. No. Export	96 002 157	none	95 630 575	96 024 565	96 024 567	95 606 144

Vehicles	Cylinder dia.		Anti-roll bars				
	FRONT	REAR	FRONT DIA.	Length of bend	REAR DIA.		
Saloons	BX BX 14	35	22.5	145	→ 1987 M.Y. → 16.5   17		
	BX 16 BX Diesel				17		
	BX 19 Petrol Sport → 87 M.Y.		22		23	135	18
	BX GTI BX GTI 16S Sport 87 M.Y. →						19
Estates 14	37	22.5	135	18			
Estates 16-19		23					

**Front suspension components : overflow return circuit and venting, Fig. III.**

Each time the suspension is expanded, valve (4) closes, valve (1) opens and air enters the body of cylinder (3).

Each time the suspension is compressed, valve (1) closes, valve (4) opens and the seepages that may result on the cylinder are drained away through circuit (2).

**Automatic height control.**

## GENERAL ADJUSTMENT CONDITIONS

- Correct tyre pressures.
- Engine at idling speed.
- Manual height control lever set to the « normal driving » position.
- Handbrake released.

**CONDITIONS REQUIRED TO CHECK THE FRONT HEIGHTS**

After each adjustment and **before each measurement** :

Move the vehicle forward and backward slightly to remove any stress in the front suspension.  
This manoeuvre can be avoided by placing the front wheels on turning plates.

## ADJUSTMENT

The correct height is obtained by rotating the automatic control rod clamp on the anti-roll bar, **Fig. I and II**. Allow a clearance of **1.5 to 2 mm** between the height corrector ball-joint and its location in the lever of the automatic control rod.

**Method of operation** (applying to each axle) :

Push the vehicle up. Let go when the weight becomes too great. The vehicle will drop then rise and settle.  
**Measure the height.**

Push the vehicle down. Let go when a resistance too important is felt. The vehicle will rise, then drop and settle.  
**Measure the height.**

**Calculate the average of the two measurements.**

**FRONT height :  $166 \pm \frac{10}{7}$  mm**

Measured from under the rear of the subframe and the surface on which the road wheels are resting, **Fig. III**.

**REAR height :  $223 \pm \frac{10}{7}$  mm**

Measured from the under side of the axle tube and the surface on which the road wheels are resting, **Fig. IV**.

**Manual height control.**

## ADJUSTMENT REQUIREMENTS

- **Automatic** height control **adjusted**.
- Engine idling.
- Manual control lever set to the « normal driving » position.

## ADJUSTMENT :

**Front, Fig. V**

Move fork end (2) along the control rod until the height corrector control is located under pointer (3) of fork end (2).

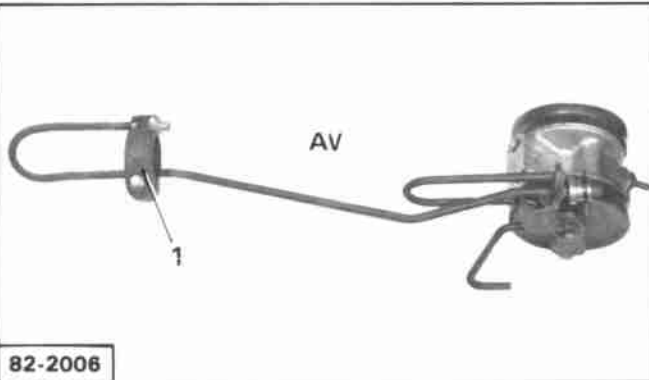
**b** =  $4 \pm \frac{0.5}{0}$  mm and **a** =  $7 \pm \frac{0.5}{0}$  mm

**Rear, Fig. VI**

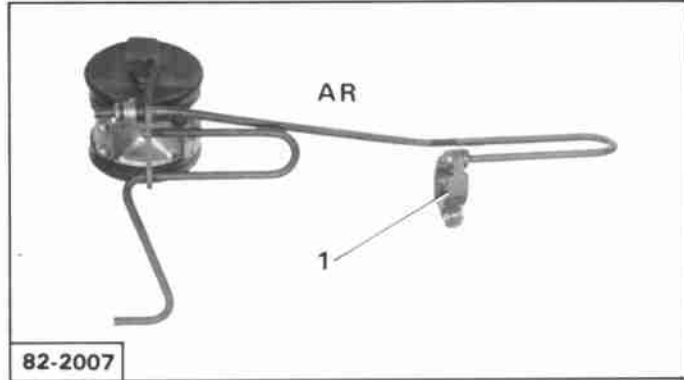
Move idler lever (4) rotational axis so as to bring the control rod in the middle of aperture L 1 = L 2.

Four positions : *as an indication*. **Ground clearance**

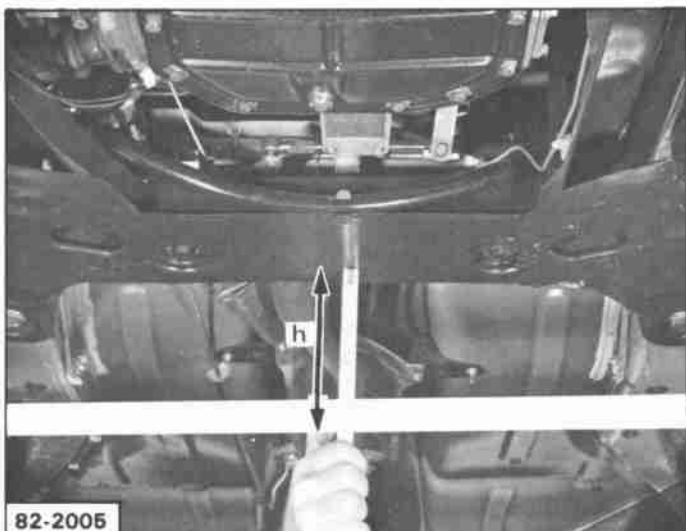
- ① Low ..... 90 mm
- ② Normal driving ..... 166 mm
- ③ Intermediate ..... 190 mm
- ④ High ..... 235 mm



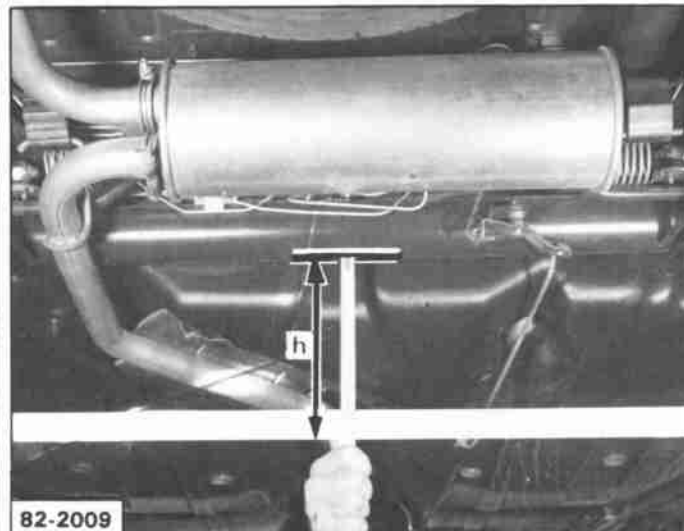
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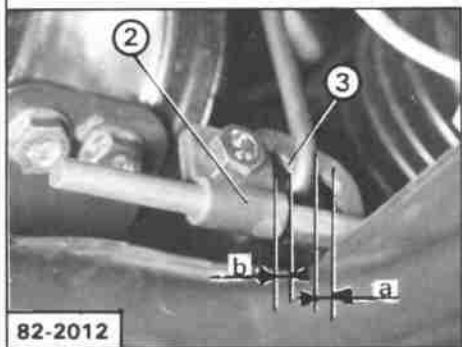
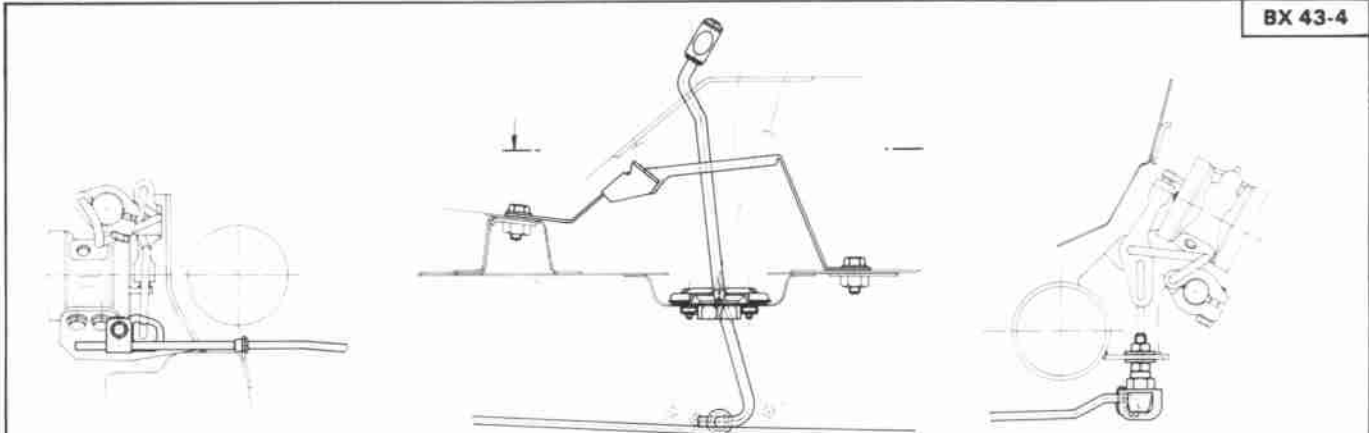
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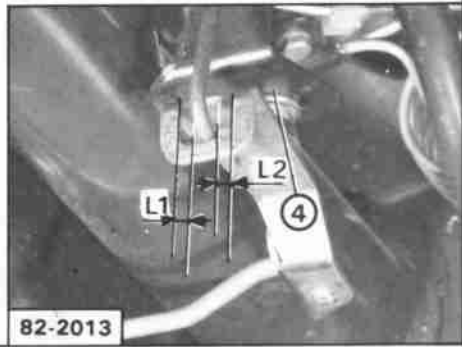
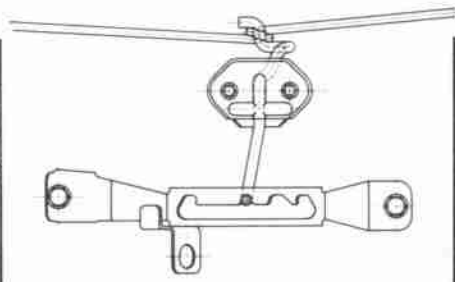
82-2005



82-2009



82-2012



82-2013

*WORKING ON HYDRAULIC SUSPENSION  
COMPONENTS*



## I- REMOVING AND FITTING A FRONT HYDRAULIC SUSPENSION UNIT

## REMOVAL.

Place front of vehicle on stands with the wheels hanging free.

Remove the wheel.

Release pressure actuating the pressure regulator.

Set the height control lever to the low position.

It is recommended to drive the maximum of oil out of the cylinder by compressing the suspension with a jack.

Remove sphere, Fig. I.

Do not remove sphere support « A ».

**Disconnect** the suspension cylinder feed pipe, Fig. II from union ( 4 ) and the two securing clamps ( 1 ) and ( 2 ).

**Remove** the three nuts ( 3 ).

**Disengage** the suspension component from the bodyshell, Fig. III.

**Disconnect** overflow return and vent pipes ( 5 ) and ( 6 ).

**Remove** nut ( 7 ) and screw, Fig. IV.

**Open** the pivot clamp with a screwdriver : Fig. V.

**Withdraw** the suspension components.

## FITTING.

**Open the pivot clamp with a screwdriver, Fig. V.**

**Engage** the suspension component fully home.

**Centre** pin ( 8 ) into the pivot slot ( Fig. VI ).

Fit screw and locking nut ( 7 ).

**Tightening torque : 7 m.daN**

**Couple** overflow return and vent pipes ( 5 ) and ( 6 ), Fig. III.

The rubber pipes should not be fitted cross-wise.  
( See circuit diagram : Operation XB. 430-00 ).

Position the suspension component inside the bodyshell Fig. II.

Fit the three nuts ( 3 ) ( serrated washers ).

**Tightening torque : 2 m.daN**

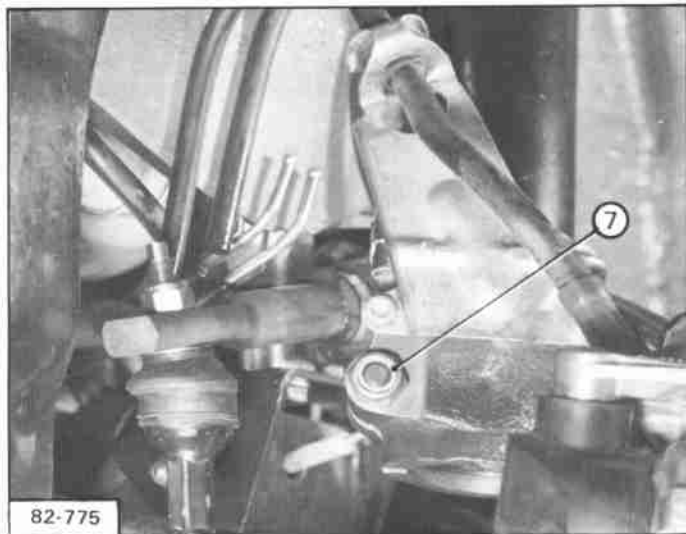
**Couple** the feed pipe, tighten union ( 4 ) ( new seal ) and clamps ( 1 ) and ( 2 ).

**Grease** the sphere support face and assemble the sphere ( new seal ).

Fit the wheel.

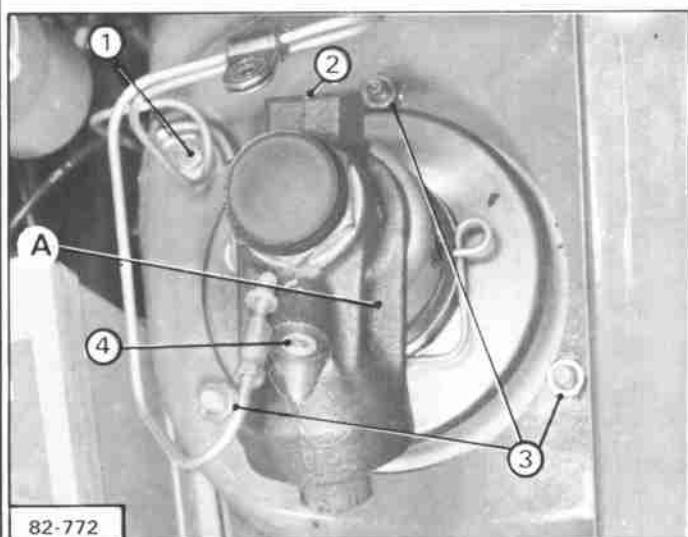


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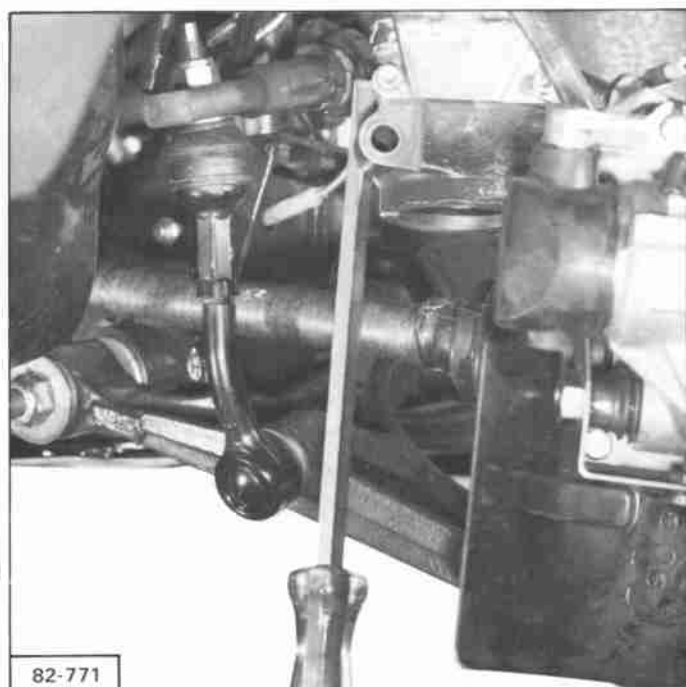
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IV



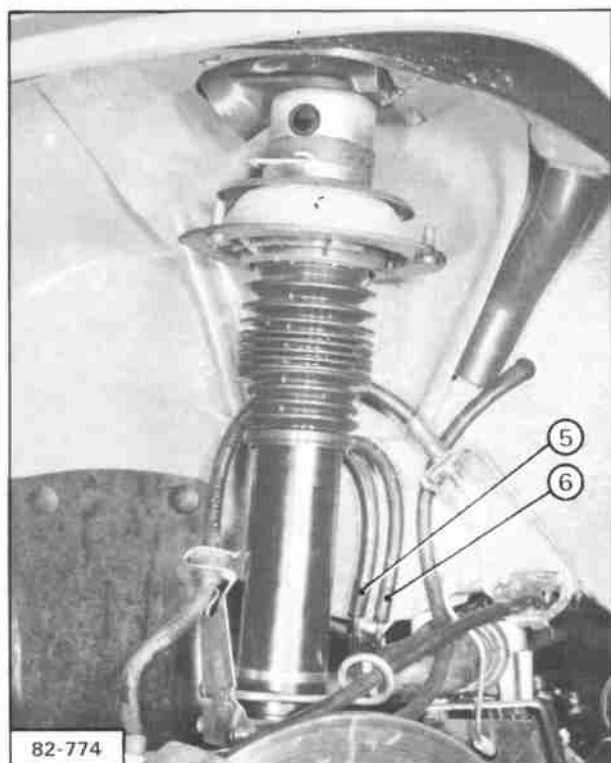
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II



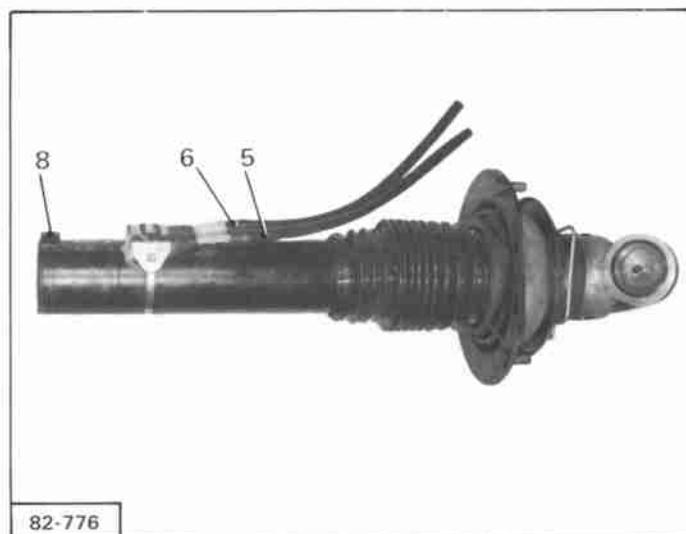
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V



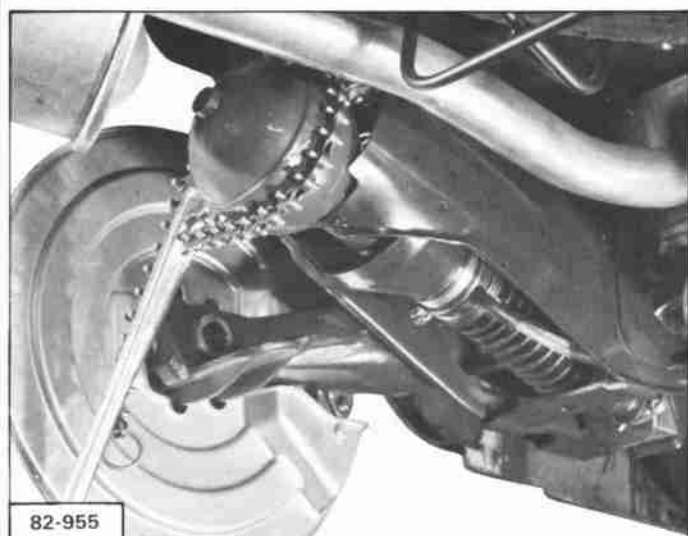
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III



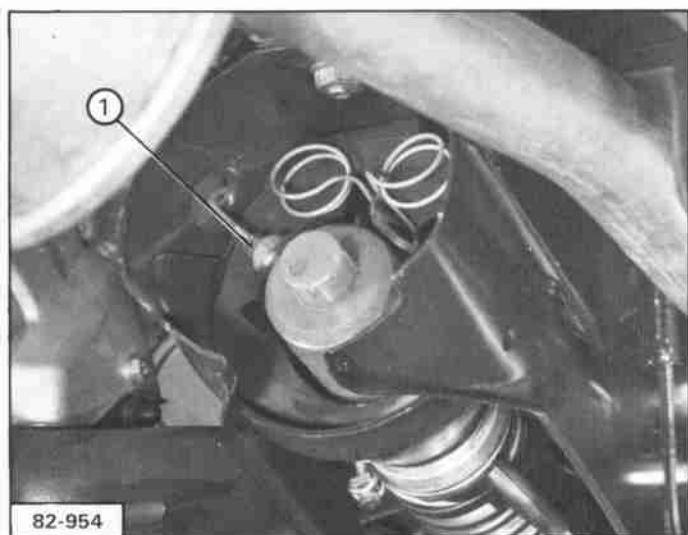
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VI



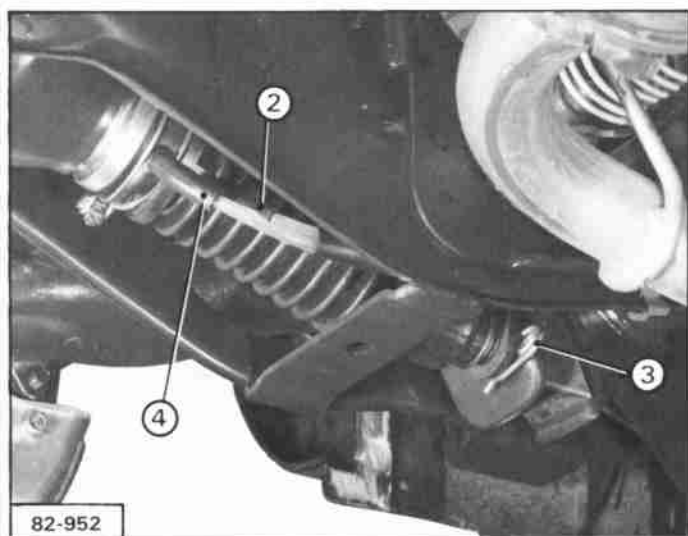
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I



82-954

II



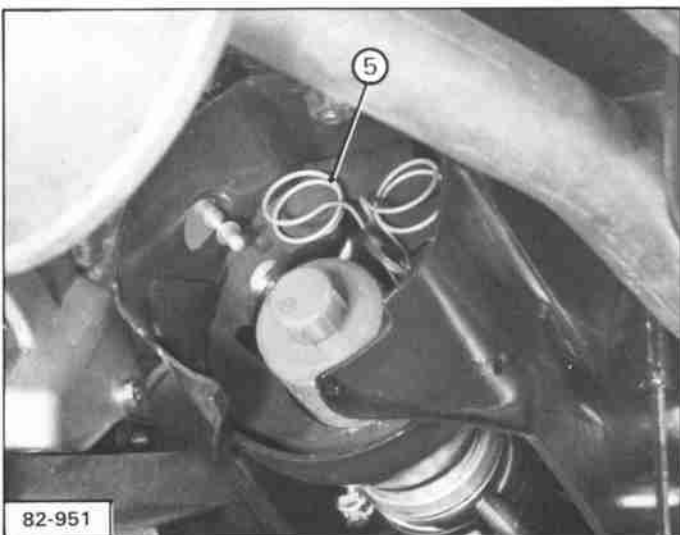
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III



82-953

IV



82-951

V



## II – REMOVING AND REFITTING A REAR HYDRAULIC SUSPENSION UNIT

## REMOVAL

Chock the rear of the vehicle, wheels free.

Remove the wheel.

Release the pressure at the pressure regulator.

Place the height control lever in the « down » position.

It is recommended to let as much oil as possible flow out of the cylinder by raising the rear suspension arm.

**Remove** the hydropneumatic sphere, **Fig. I.**

**Disconnect** the connection to suspension cylinder feed pipe (1), **Fig. II.**

**Disconnect** overflow return pipe (4) and vent pipe (2), **Fig. III.**

**Remove** clip (3) from the suspension rod.

**Remove** the suspension cylinder, **Fig. IV.**

Raise the suspension arm to allow the suspension rod to be inserted between the stop and the rear part of the subframe.

Withdraw the cylinder.

## REFITTING

**Engage** the suspension rod and put the cylinder into place. Position spring end part (5) behind the suspension cylinder connection, **Fig. V.**

**Assemble** the connection to feed pipe (1), **Fig. II,** fitted with a *new seal.*

**Couple up** overflow return pipe (4) and vent pipe (2) having a blue mark, **Fig. III.**

**Install** clip (3) of suspension rod, **Fig. III.**

**Lubricate** the suspension cylinder contact face and place the hydropneumatic sphere, fitted with a *new seal.*

Refit the wheel.

### III – REMOVING AND REFITTING A FRONT HEIGHT CORRECTOR

#### REMOVAL

Release the hydraulic pressure :

- by operating the pressure regulator
- in the suspension by moving the manual height control lever to the « LOW » position.

Set the lever to the « DRIVING » position.

Mark the anti-roll bar clamp ; slacken it and remove the automatic height control.

Uncouple : **Fig. I and II**

- front suspension feed pipe (1),
- high pressure feed pipe (4).

Remove screws (2).

Swivel the height corrector to enable rubber exhaust pipe (5) and overflow return pipe (3) to be removed.

Remove the height corrector.

#### REFITTING.

Offer up the corrector ; recouple overflow return pipe (3) and rubber exhaust pipe (5). *Tighten the clamp of the latter.*

Start screwing in by hand the connecting nuts for pipes (4) and (1) fitted with *new seals*.

Secure the height corrector, with screw (2).

Finish tightening the connecting nuts.

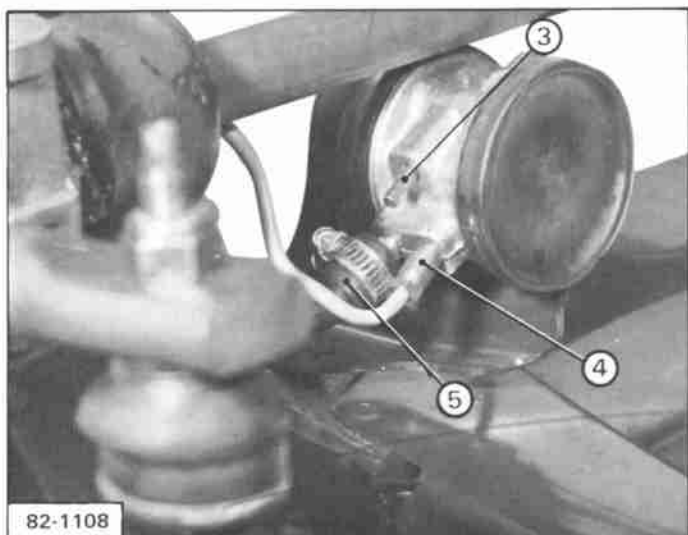
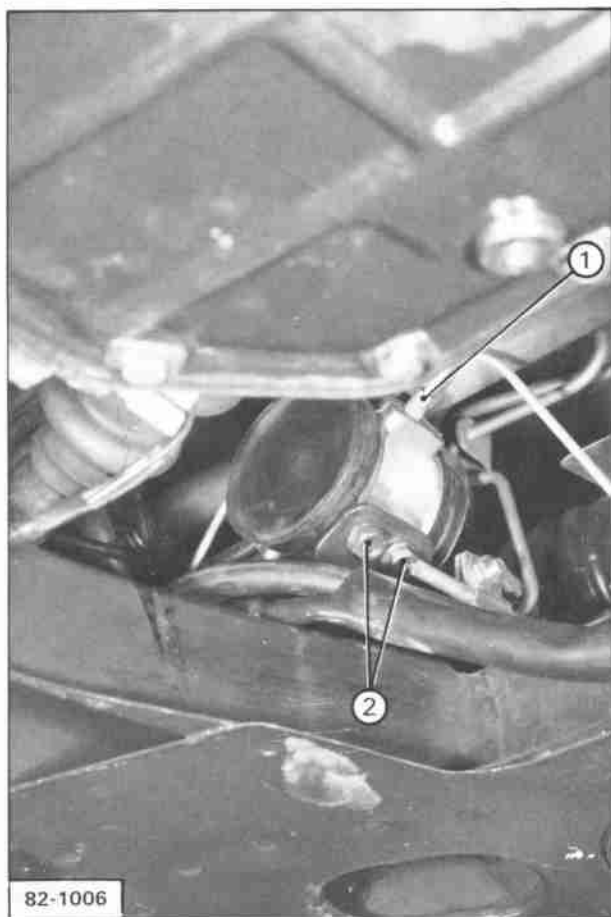
Refit the automatic height control.

Pressurize the hydraulic circuits ; check the connections for leaks.

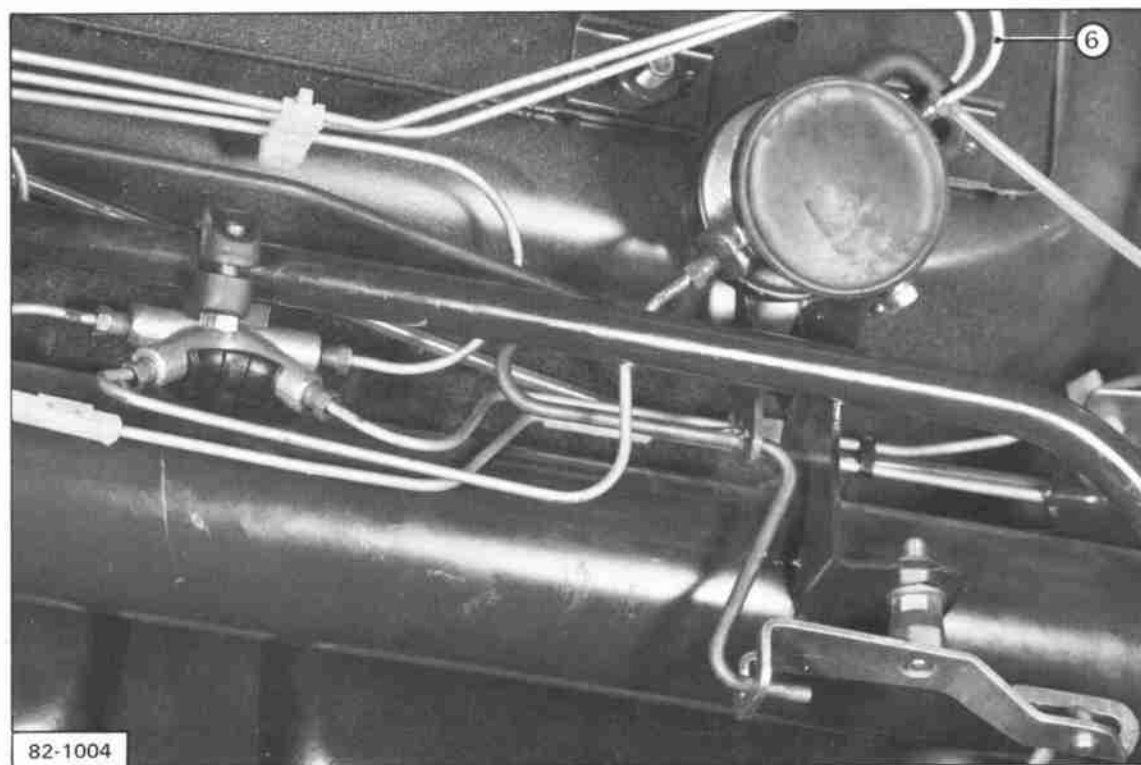
Adjust the heights (*See Op. ⑨ XB. 433-00*).

### IV – REMOVING AND REFITTING A REAR HEIGHT CORRECTOR

This operation is identical to the one for the front height corrector with the exception of exhaust pipe (6) being made of steel instead of rubber, **Fig. III**. There is no need to remove the automatic height control.



II



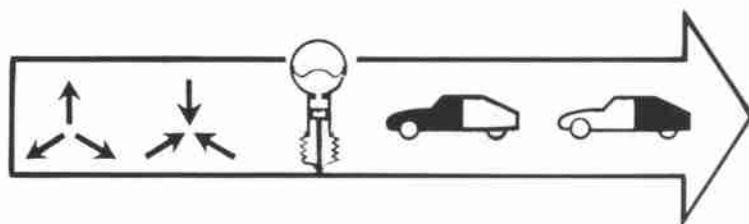
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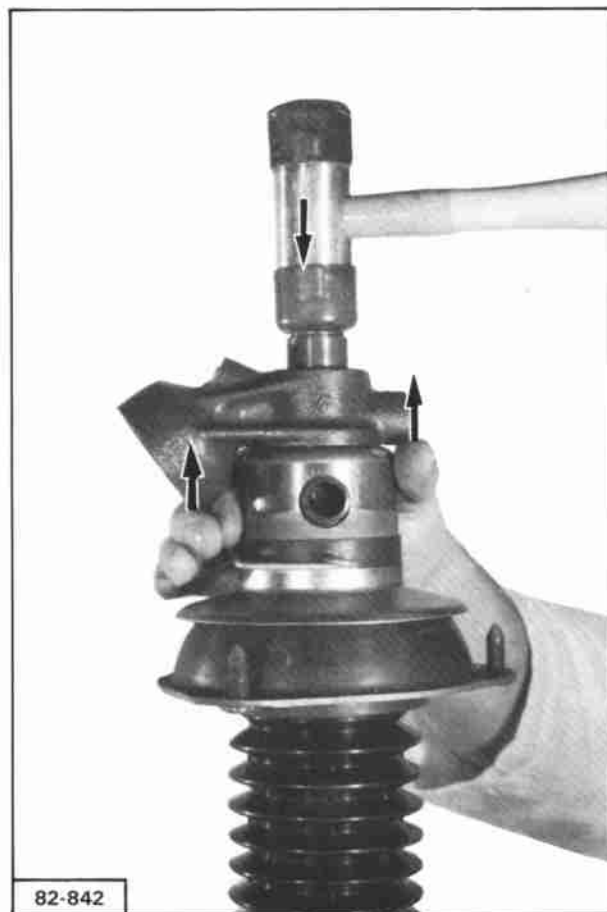
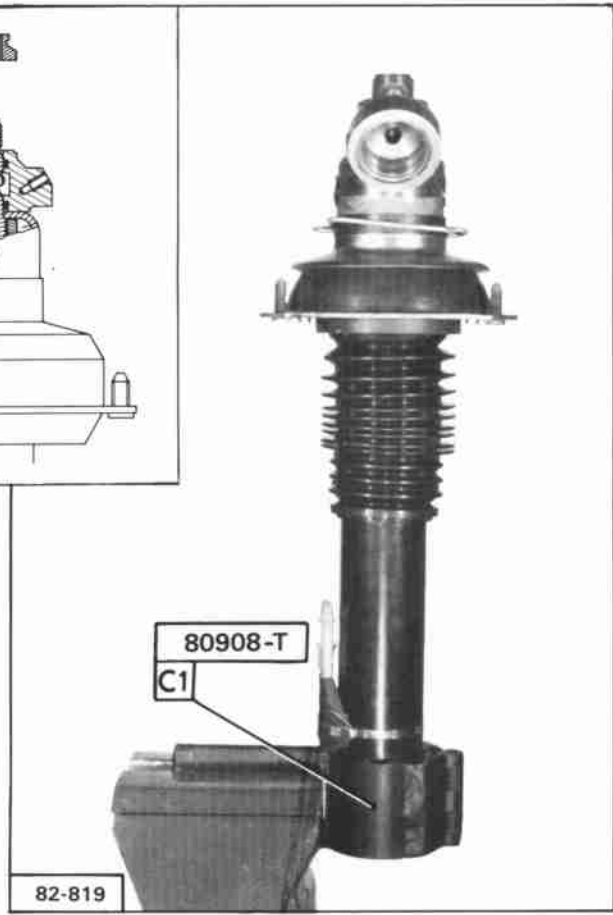
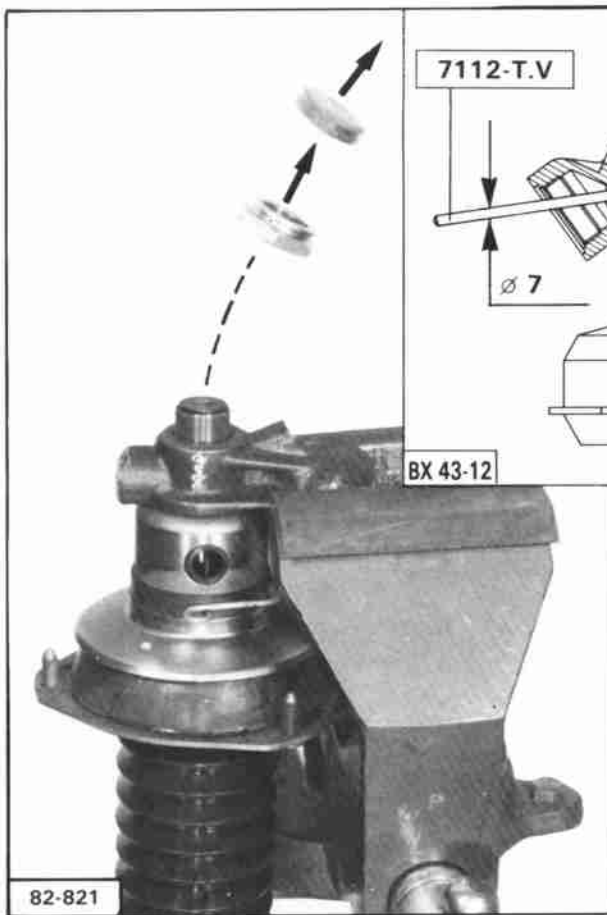


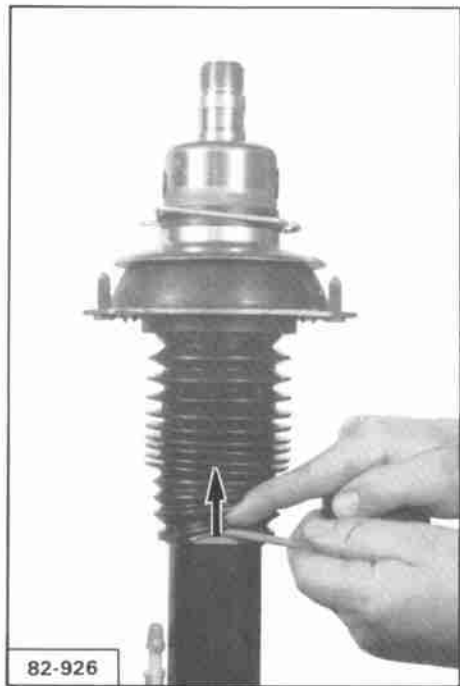
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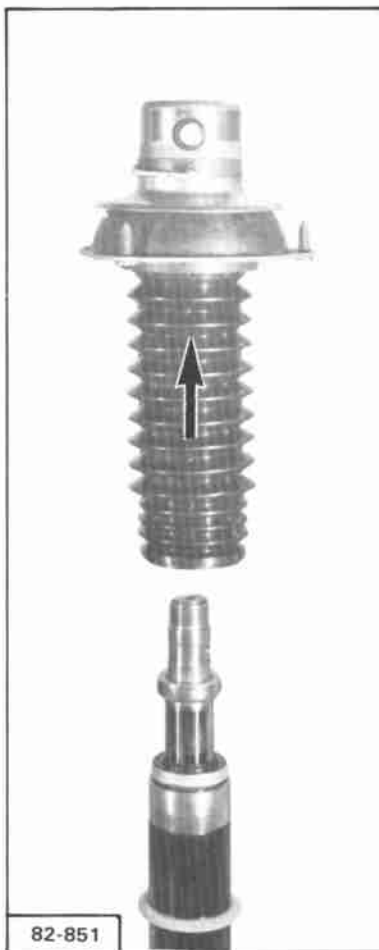
83-382



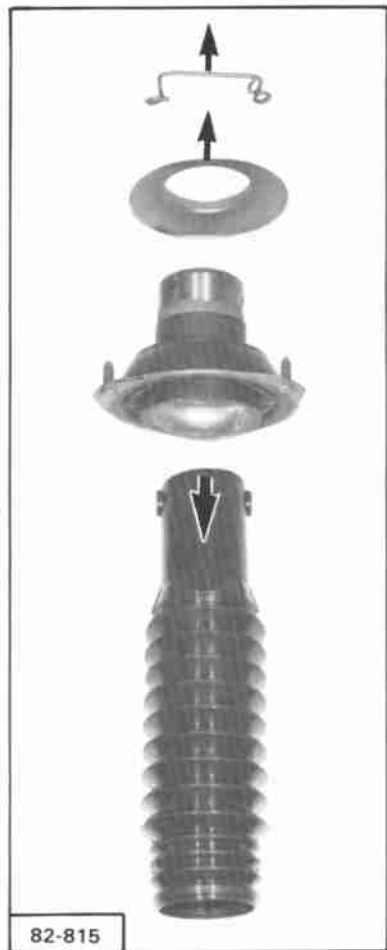




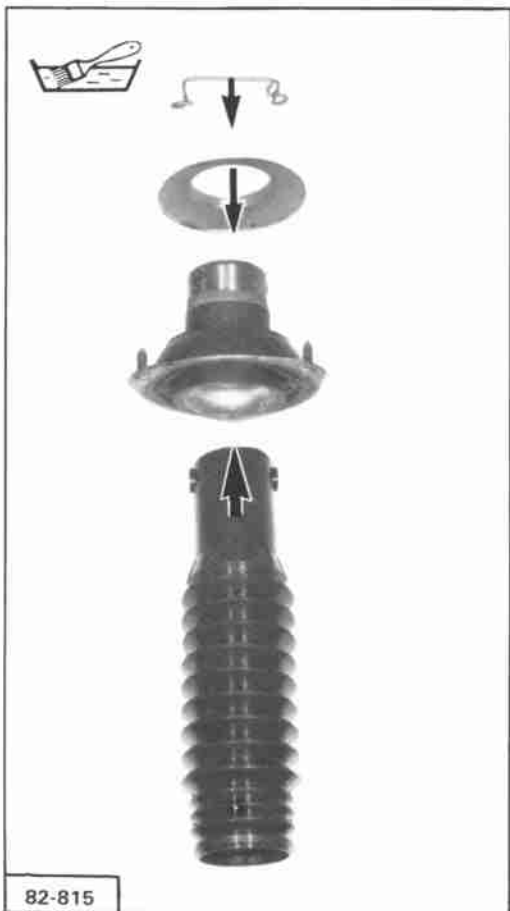
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82-851



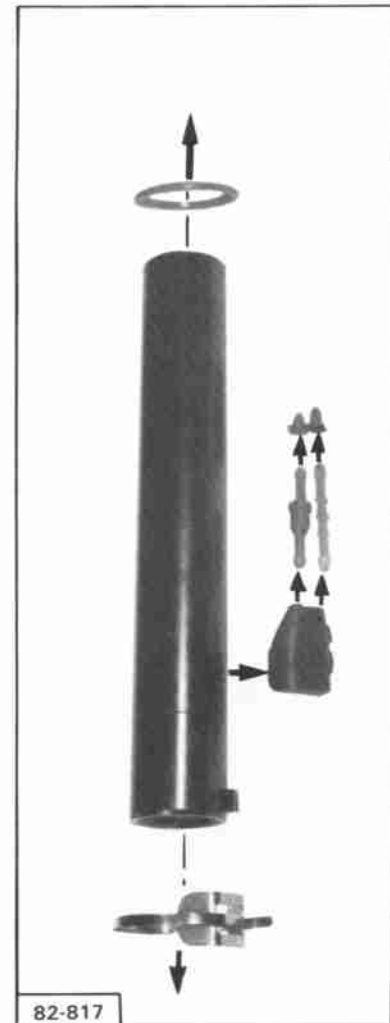
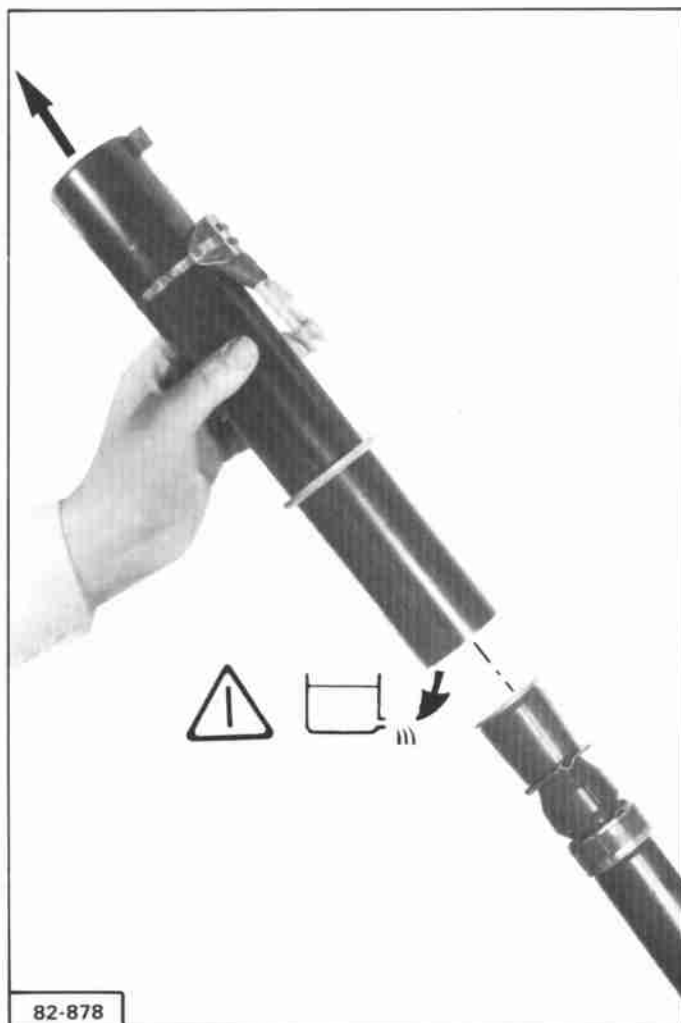
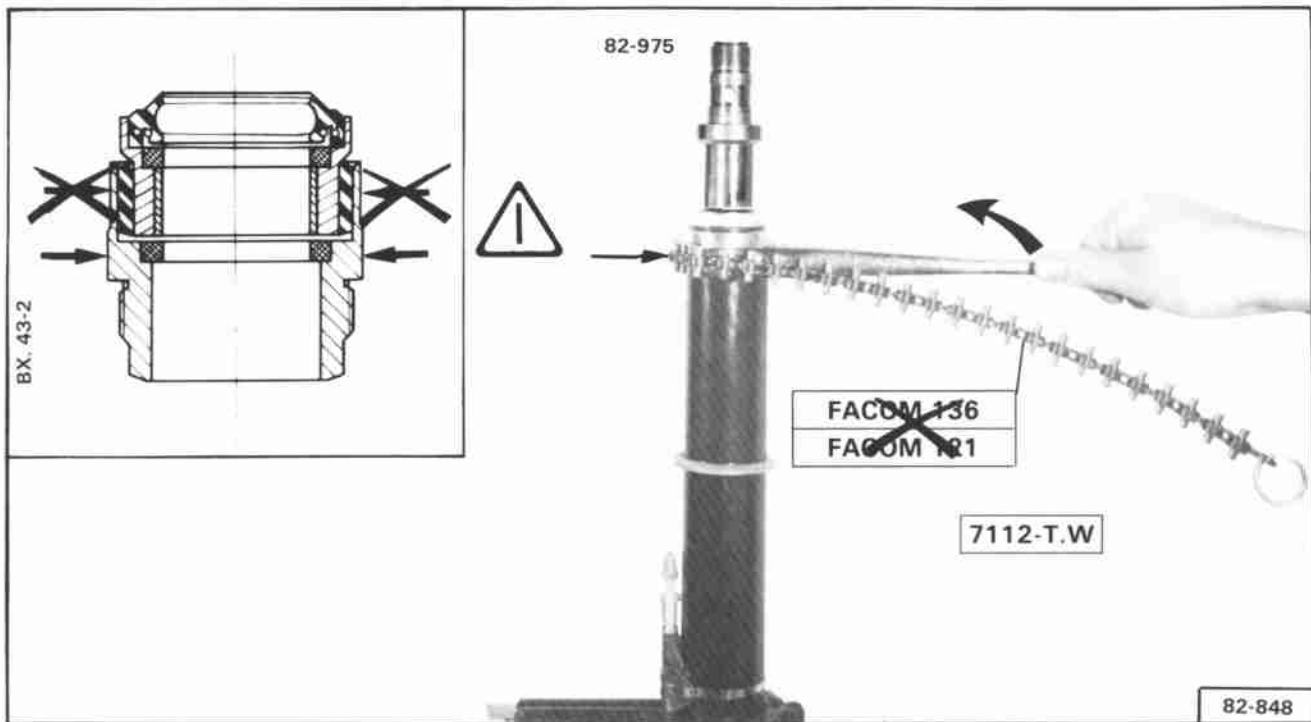
82-815

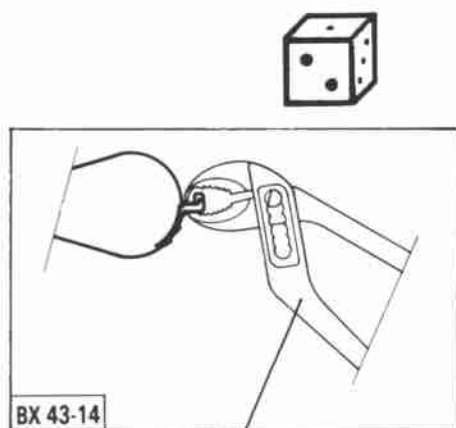
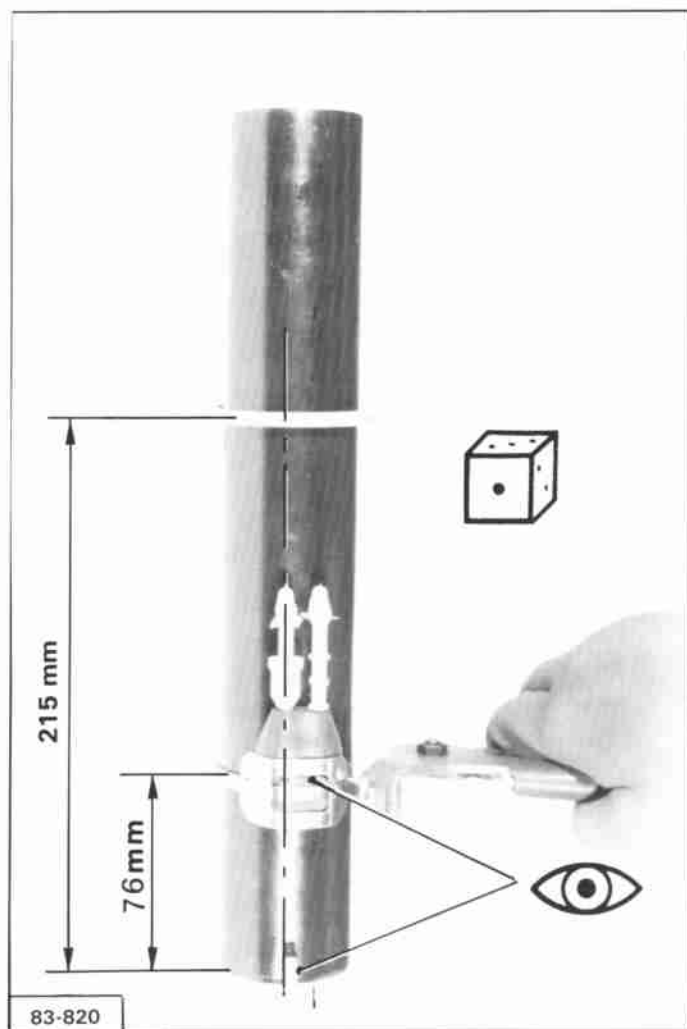
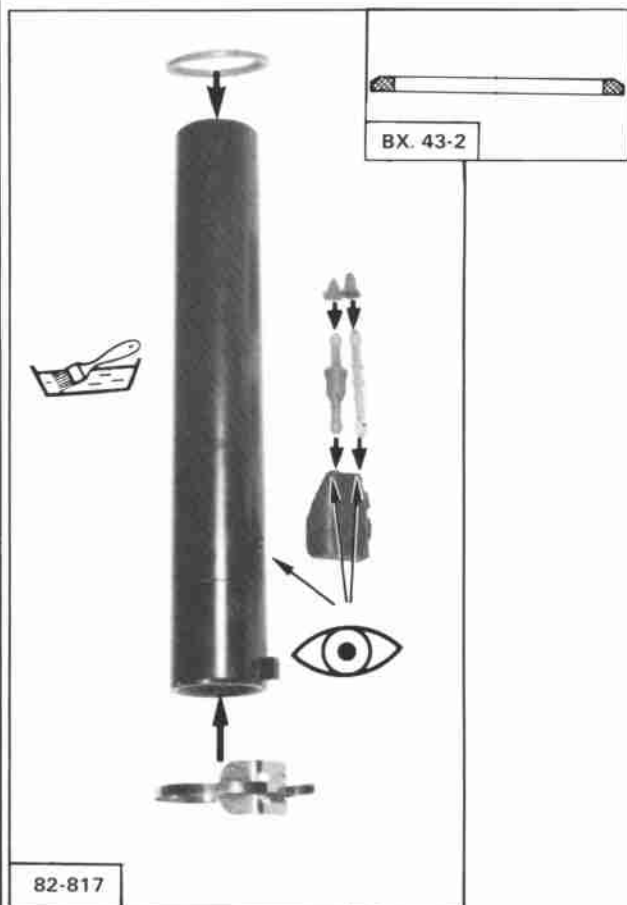


82-815



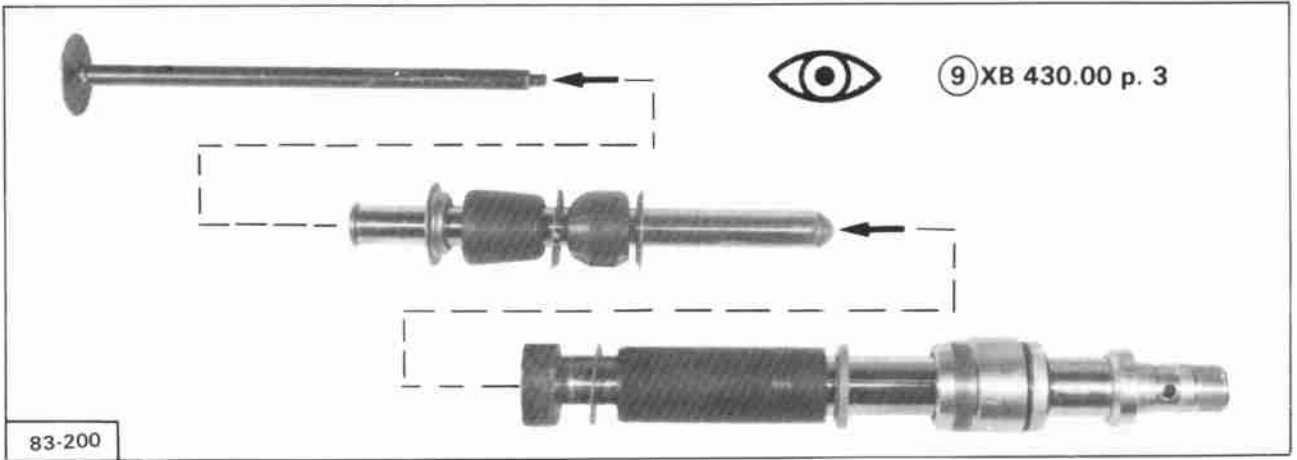
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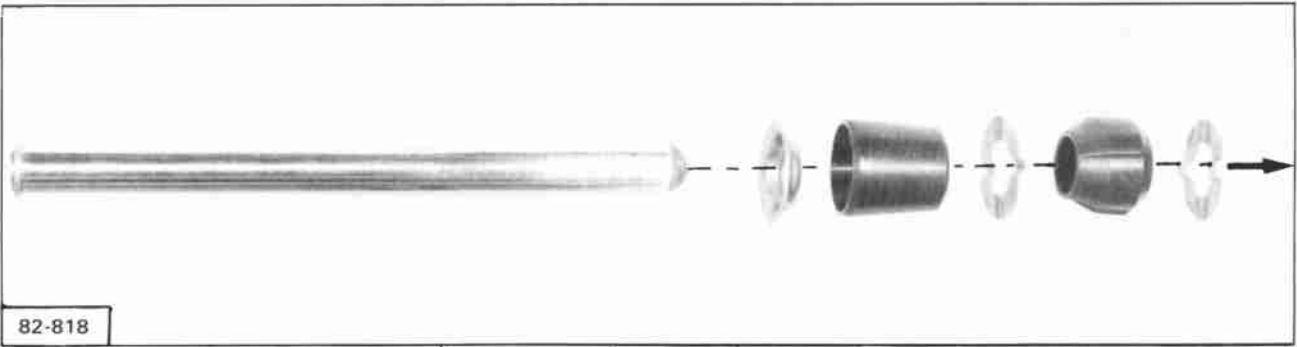


N.T. 9 N° 2

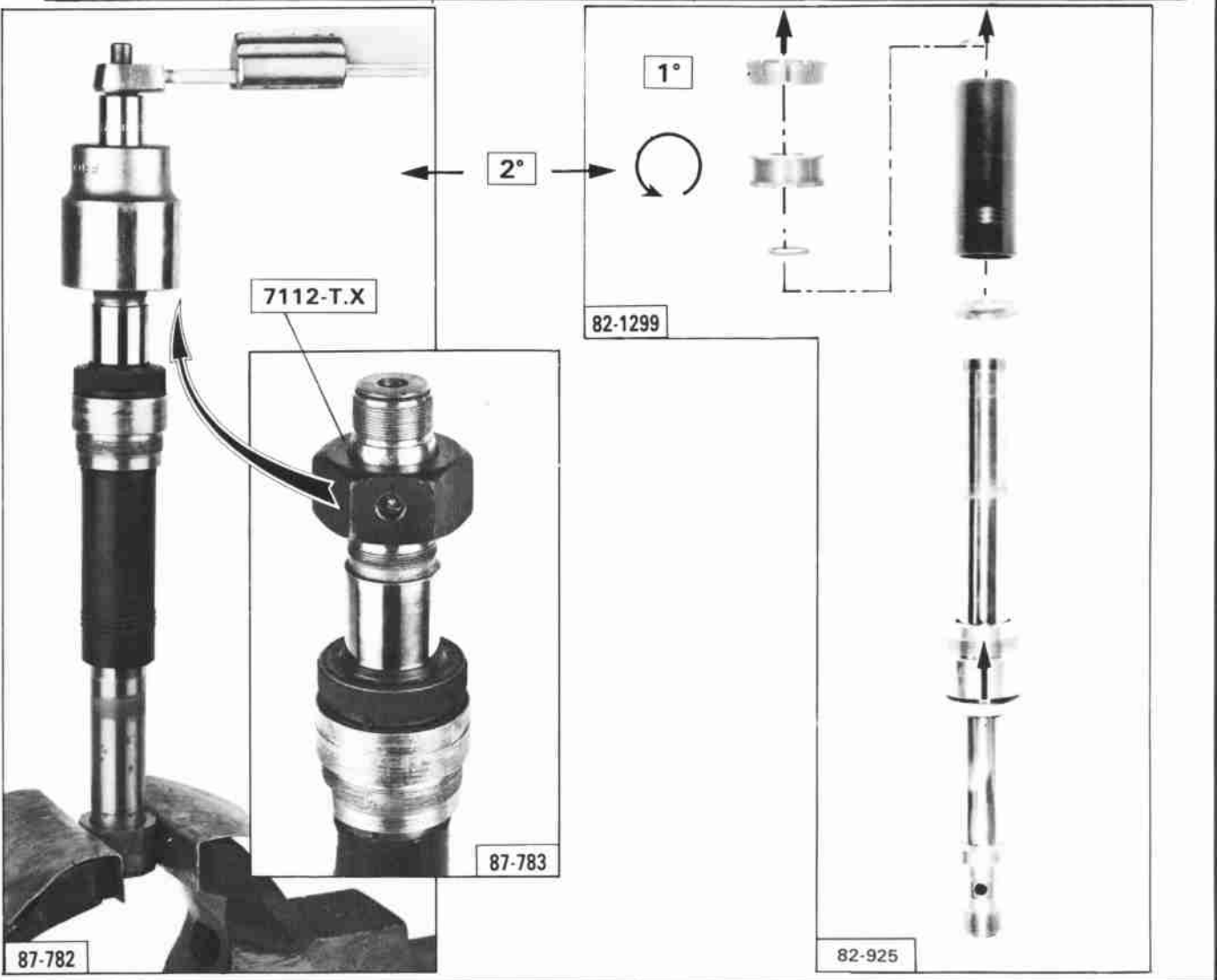




83-200

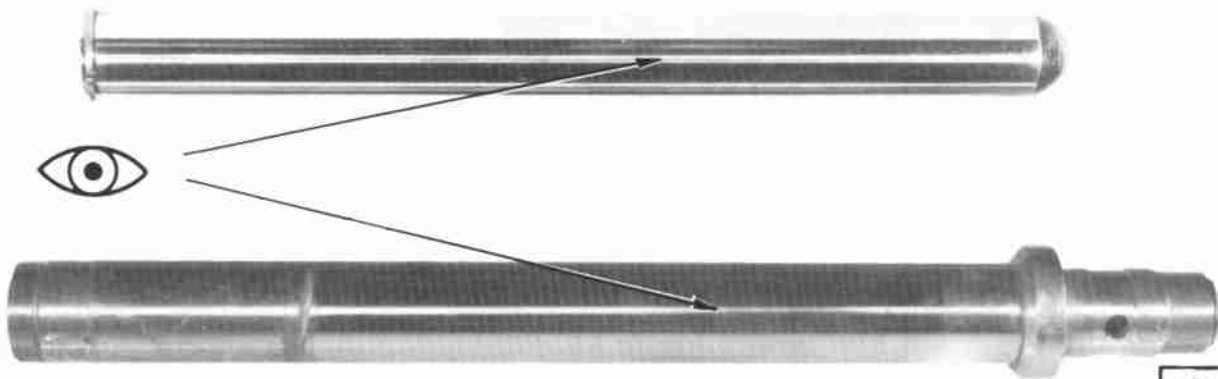


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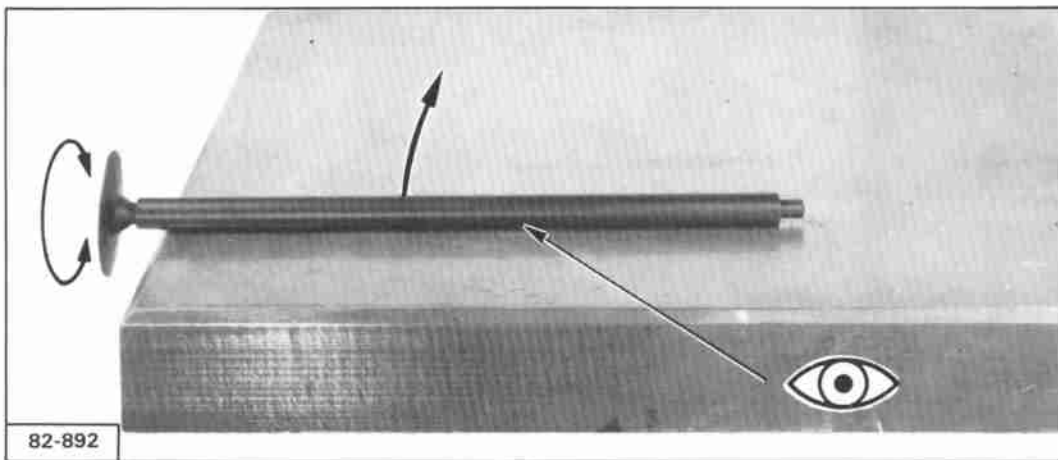




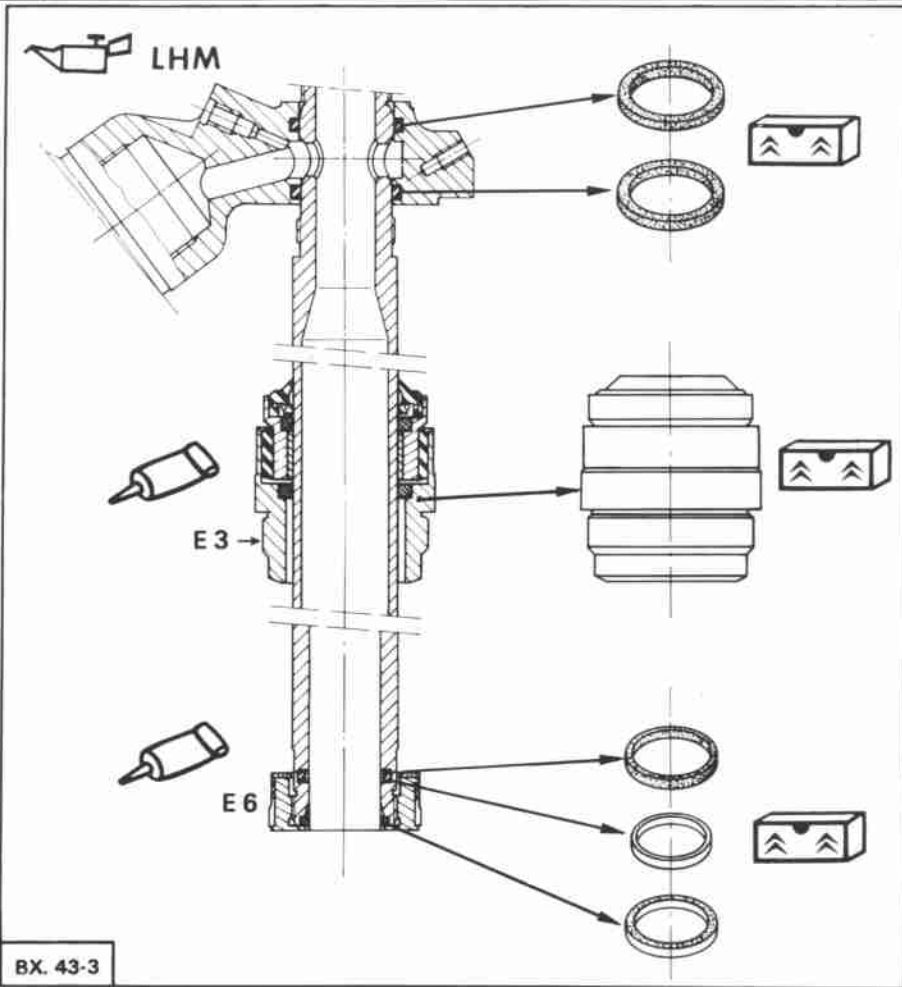
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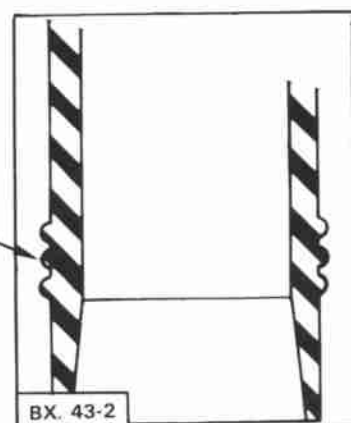
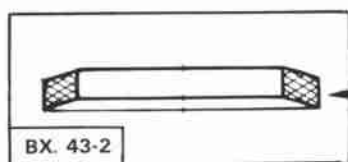
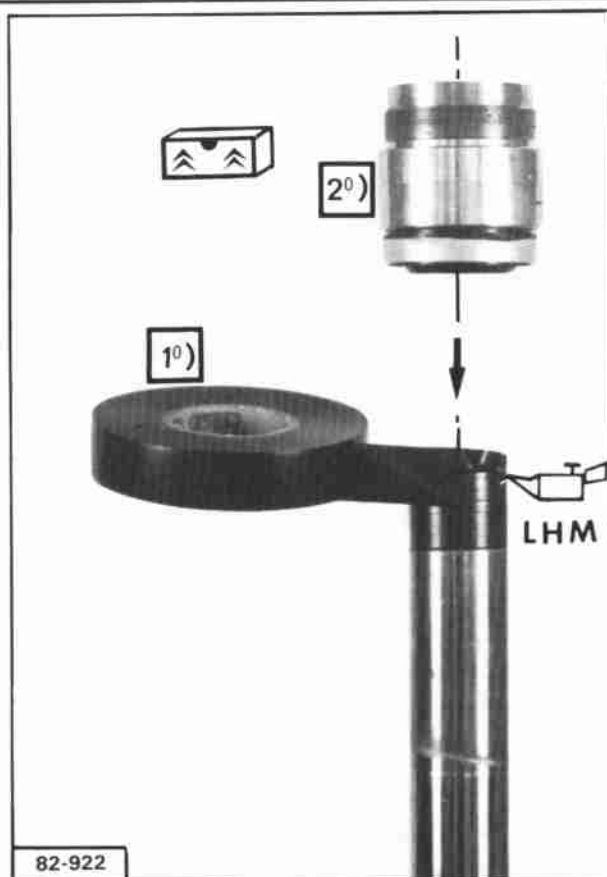


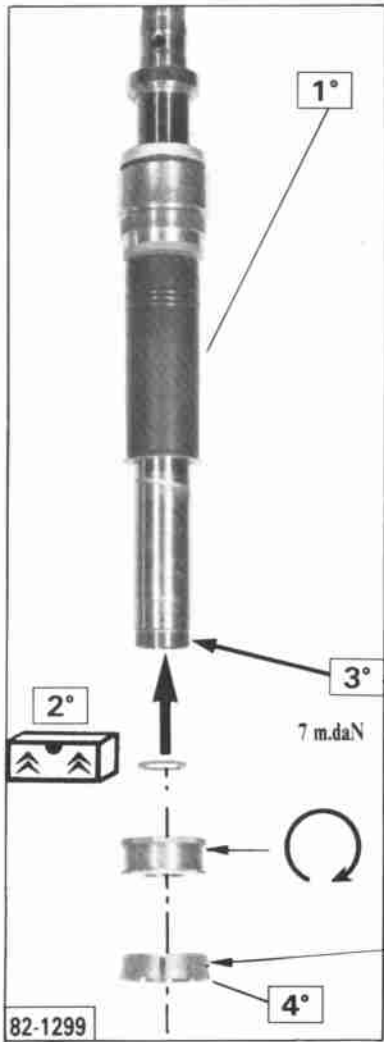
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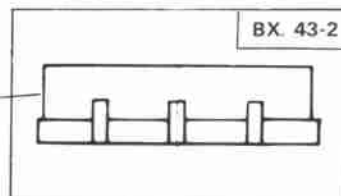
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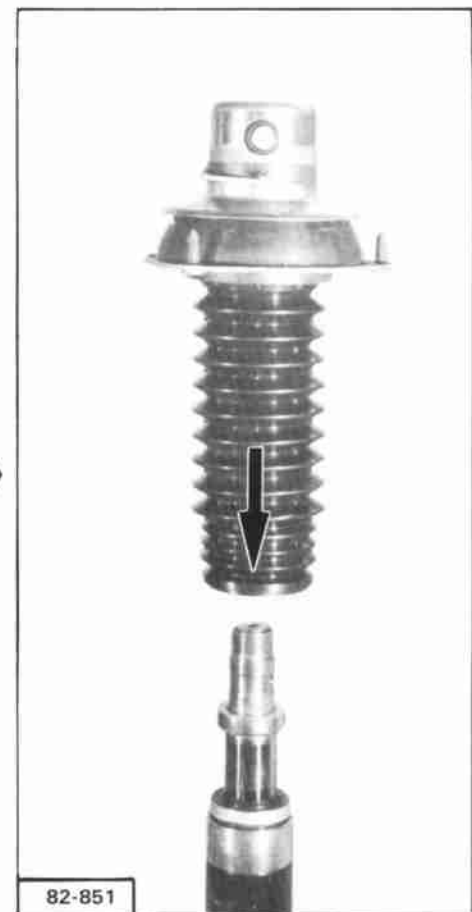
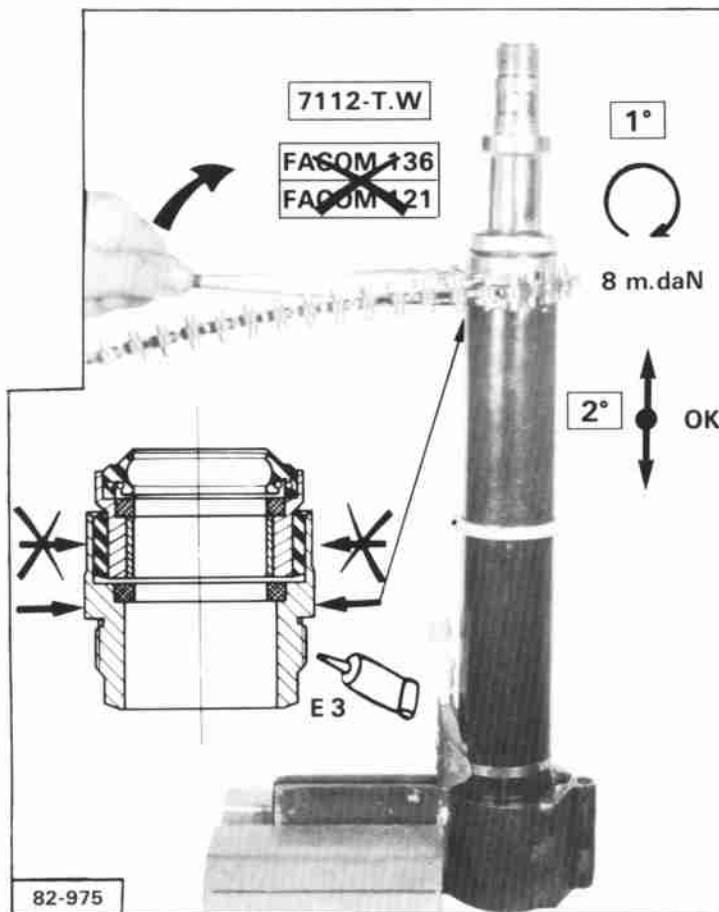
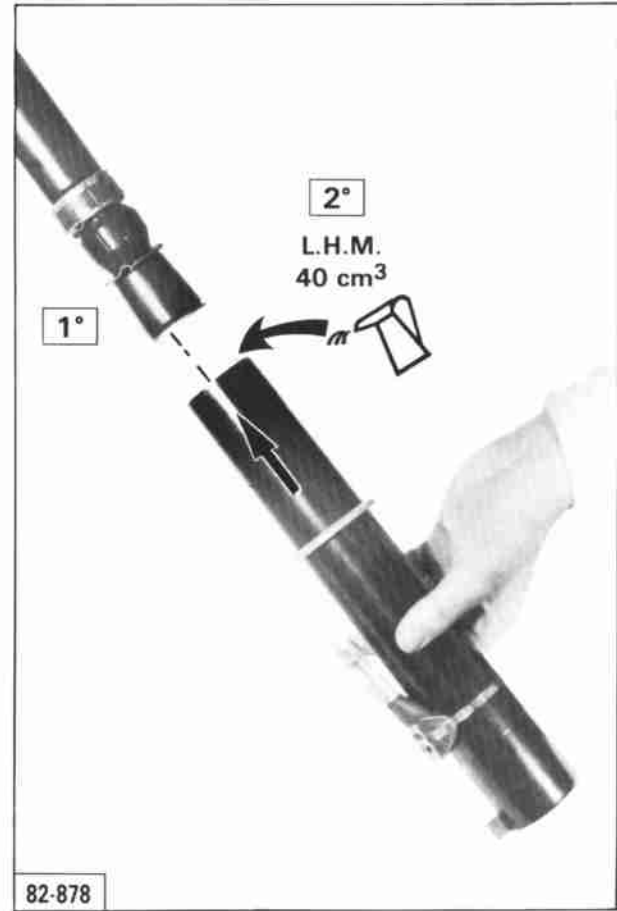
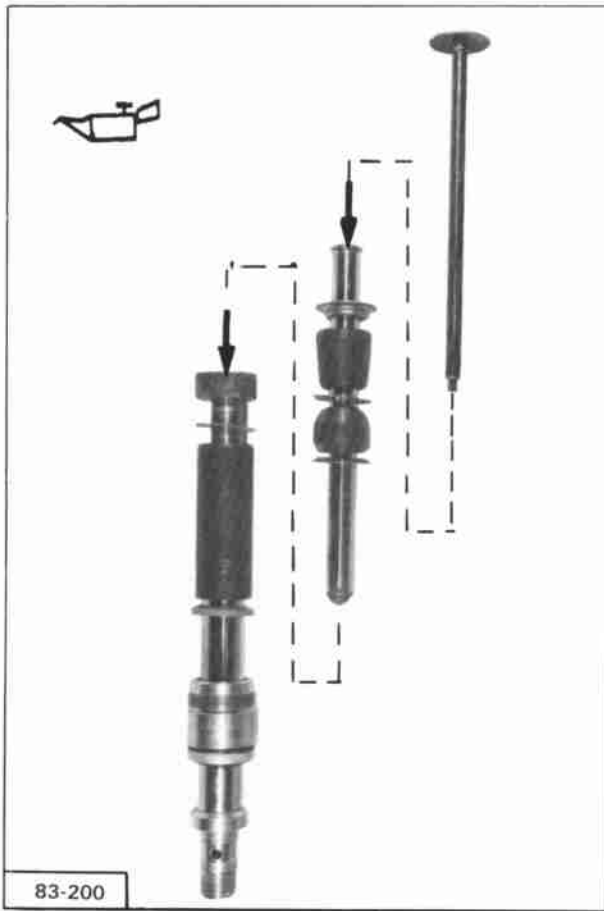


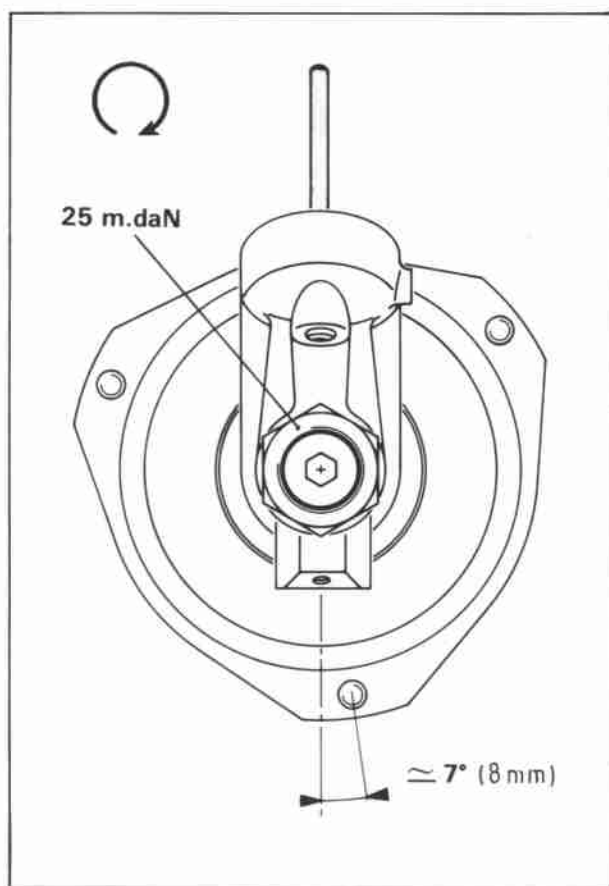
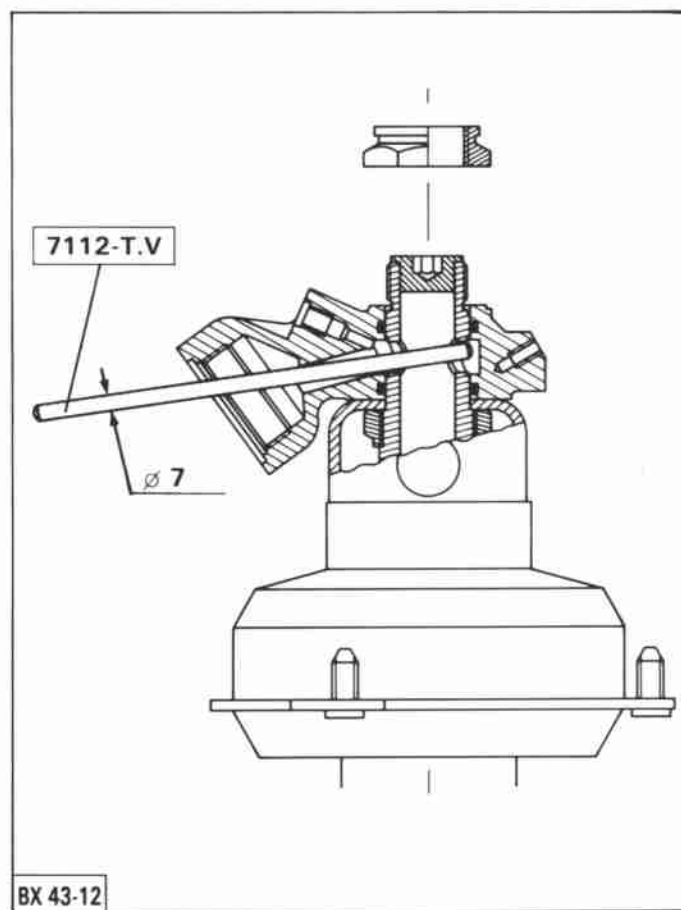
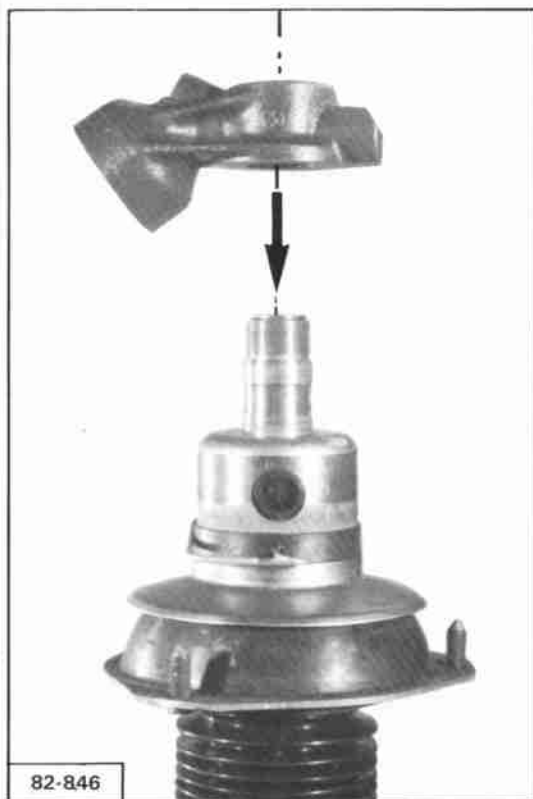


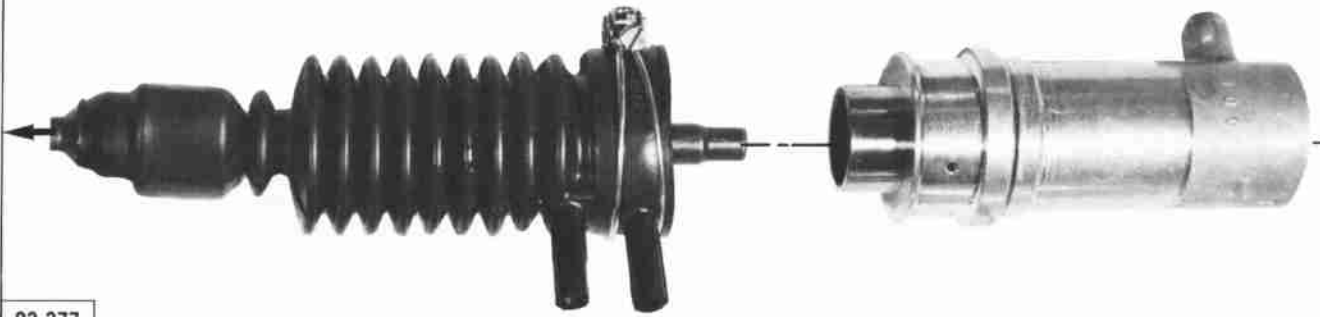


E6





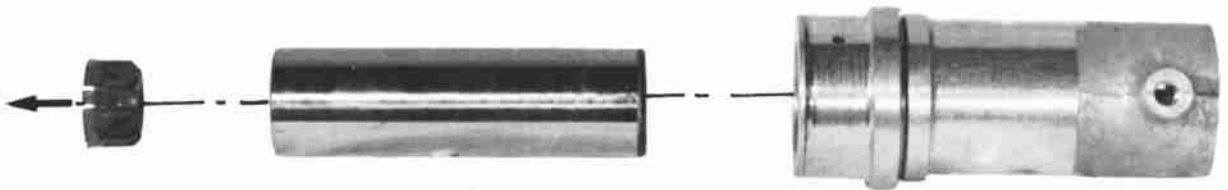




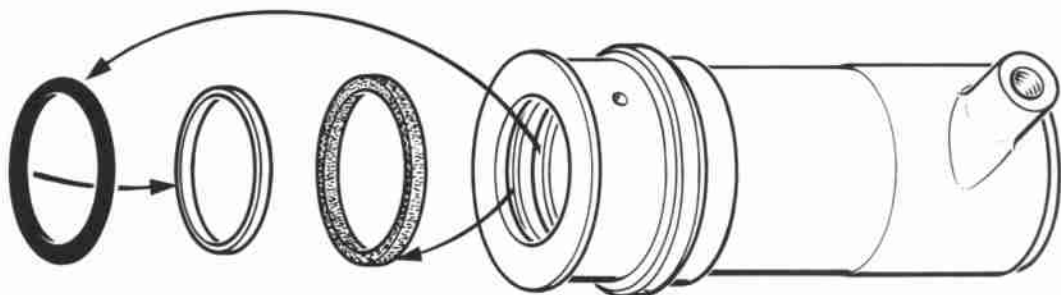
83-377



83-376



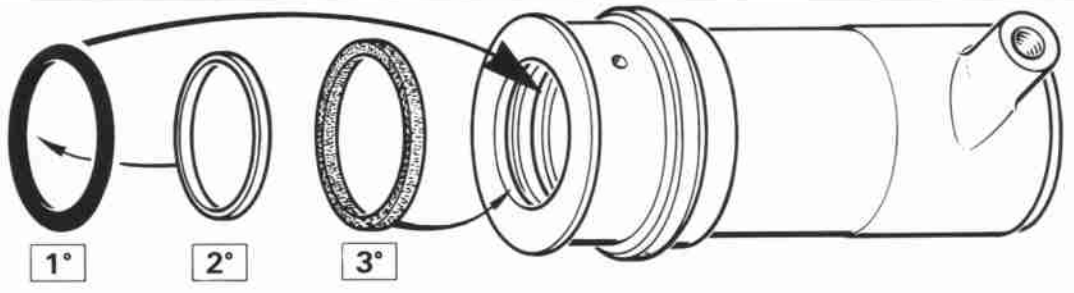
82-1030



BX 43-10

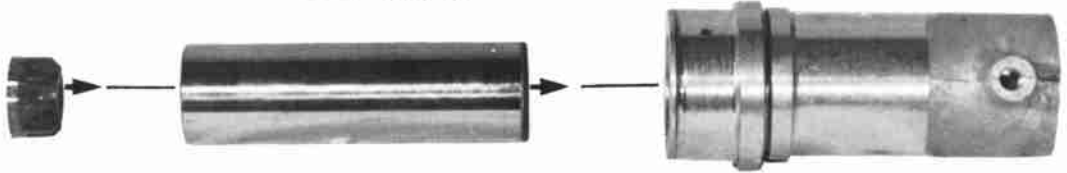


L.H.M.



BX 43-10

LHM



82-1030



82-1144

82-1144



83-378

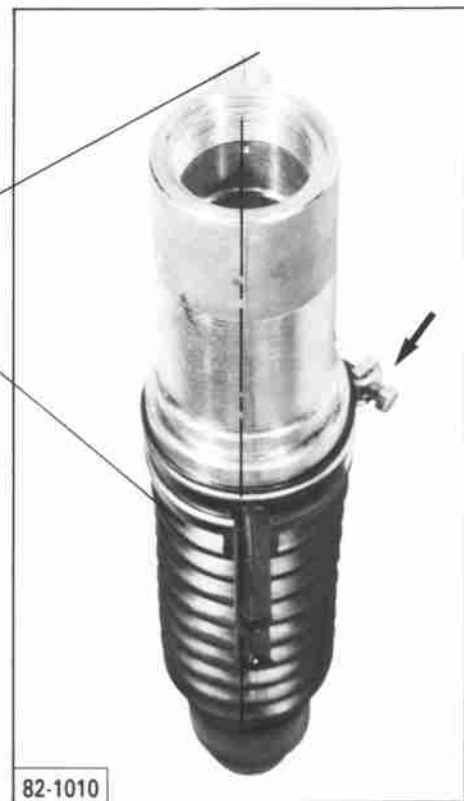
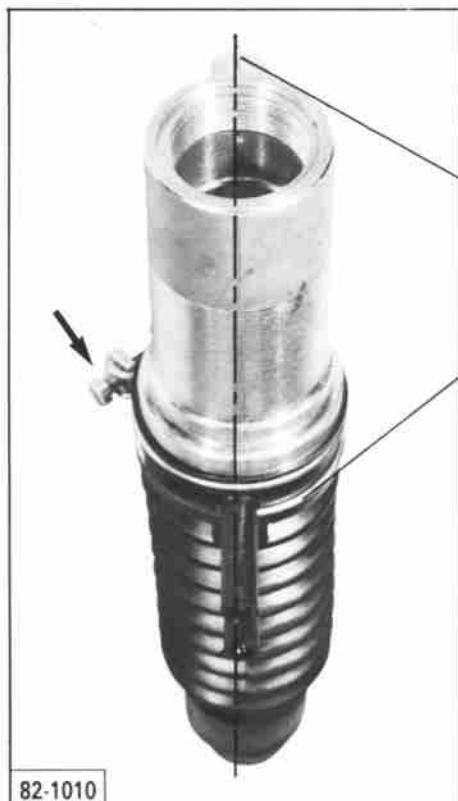
83-376



83-378









*WORKING ON THE MECHANICAL COMPONENTS  
OF THE HYDRAULIC SUSPENSION*

**I. REMOVING AND FITTING AN ANTI-ROLL BAR.****REMOVAL.**

Chock the front of the vehicle, wheels hanging free.  
Remove the wheels.

Loosen the pressure regulator release screw.

Uncouple the anti-roll bar link-rods ( 1 ), **Fig. I.**

Set the height manual control to the « low » position and fix the swivels as high as possible, **Fig. II.** Then, set the height manual control to the « normal running » position. Loosen collar ( 6 ) of the automatic control on the anti-roll bar and uncouple it from the height corrector, **Fig. III.**

**BX 16, Fig. III**

Uncouple the gear control link-rods, orientate relay ( 3 ) so as to uncouple ball-joint ( 5 ) and to fit relay ( 4 ) behind the anti-roll bar.

Push protector ( 7 ) back and loosen collar ( 8 ) on the L.H. side of the anti-roll bar.

**BX 14, Fig. V**

Remove the securing screws ( 11 ) at the centre of the subframe.

Loosen the subframe front securing screws ( 12 ) and rear securing screws ( 10 ) by 10 mm approximately.

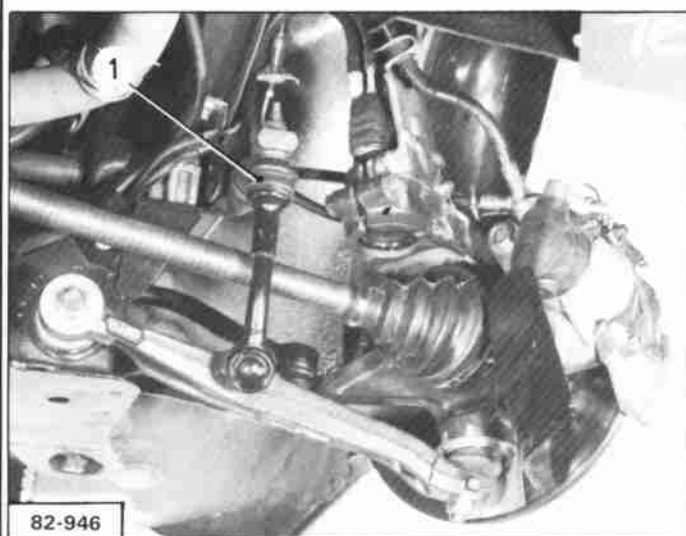
**BX 16, Fig. VI**

Remove the securing screws ( 14 ) at the centre of the subframe.

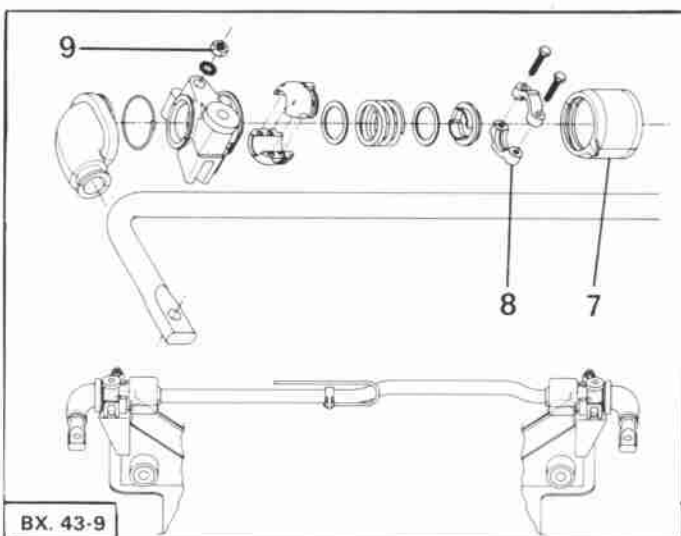
Loosen the subframe front securing screw ( 15 ) and rear securing screws ( 13 ) by 10 mm approximately.

Remove screw ( 9 ) securing the bearings on the subframe and remove the parts of the anti-roll bar.

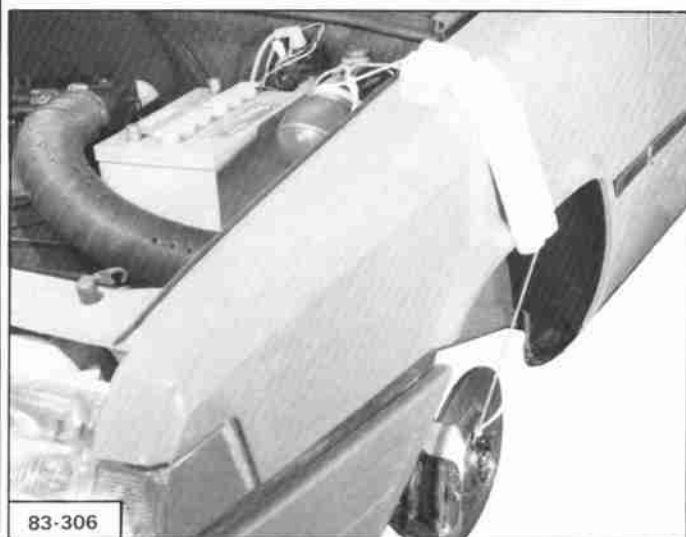
Only collar ( 8 ) and protector ( 7 ) remain in position on the R.H. side of the anti-roll bar.



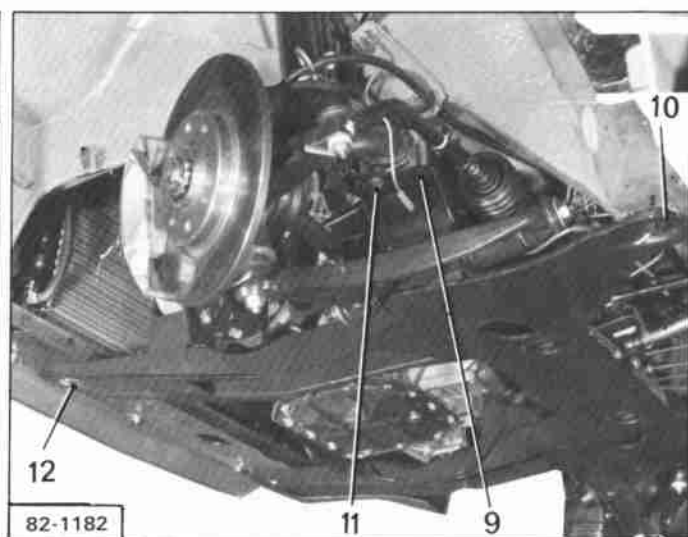
I



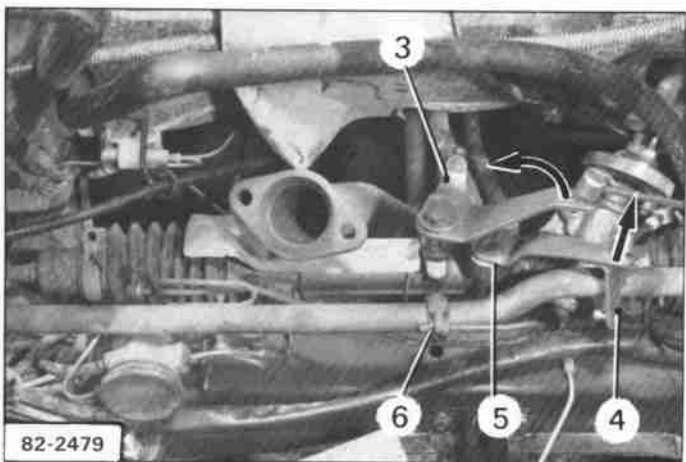
IV



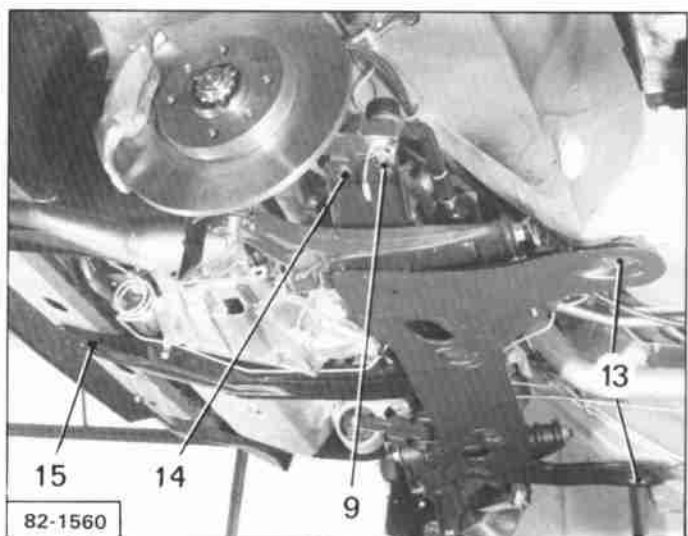
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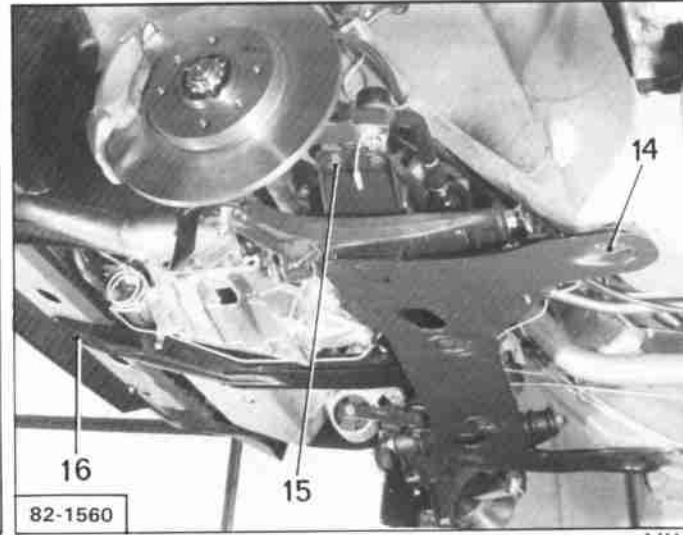
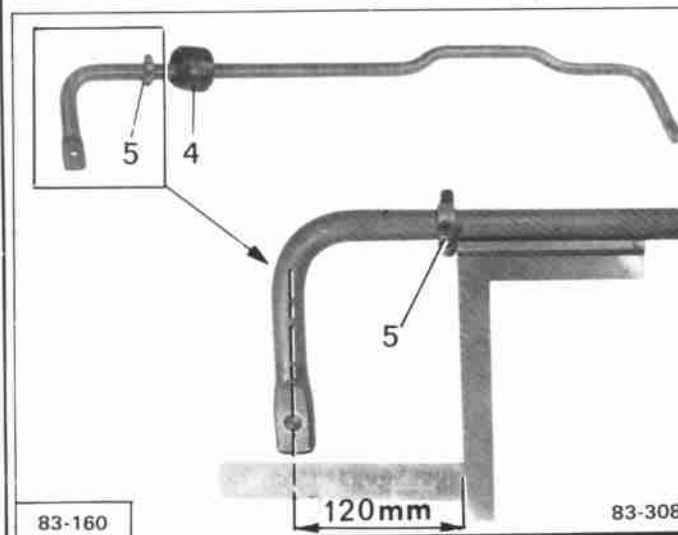
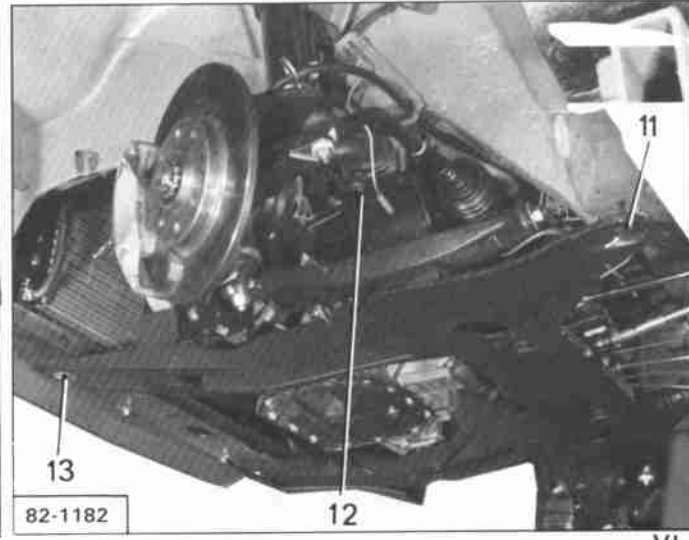
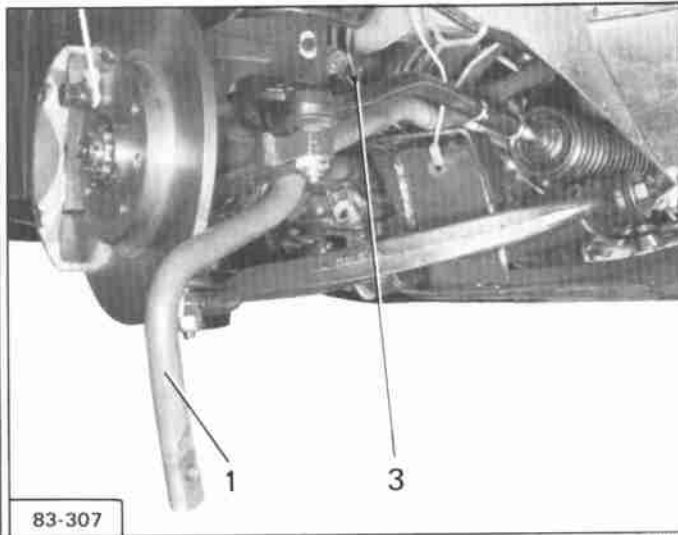
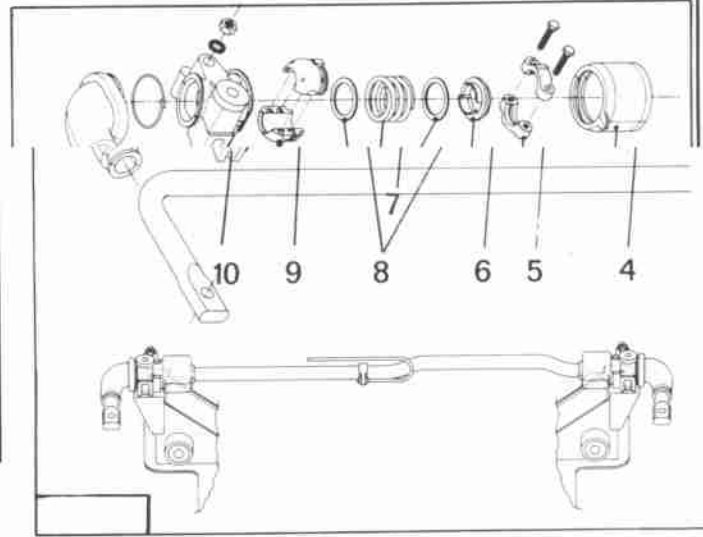
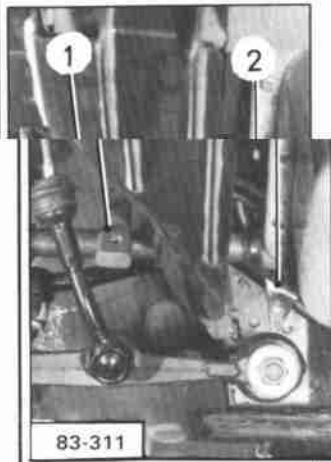
V



III



VI



Loosen flange (2) of the hydraulic circuit return pipes, **Fig. I.**

Uncouple the L.H. suspension cylinder return pipes (3), **Fig. III.**

#### **Removing the anti-roll bar (1), Fig. I, II and III :**

Move the anti-roll bar to the right.

Engage the anti-roll bar under the L.H. drive-shaft, **Fig. II** and move it to the left.

Pull the R.H. side of the anti-roll bar towards the bodyshell inside parts.

Insert the L.H. side of the anti-roll bar between the steering arm and the L.H. lower wheel arm.

Remove the anti-roll bar.

#### REFITTING

Strip down the anti-roll bar. Fit protector (4) and R.H. clamp (5), **Fig. IV.**

Place the inner side of clamp (5) **120 mm** from the centre line of the orifice ; tighten the screws to **1.2 m.daN.**

Put the anti-roll bar in position between the steering arm and the L.H. lower wheel arm.

Engage the R.H. side of the anti-roll bar above the R.H. drive-shaft, then fit the L.H. side above the L.H. drive-shaft.

Fit the parts shown on **Fig. V**, previously lubricated, on the anti-roll bar :

*On the R.H. side :* thrust cup (6), one washer (8) on each side of spring (7), ball-joint (9) and bearing (10).

*On the L.H. side :* protector (4), clamp (5), thrust cup (6), one washer (8) on each side of spring (7), ball-joint (9) and bearing (10).

Tighten the bearings (10) on the subframe.

**Tightening torque : 2.7 m.daN**

#### **BX 14, Fig. VI :**

Fit the screws (12) fixing the centre part of the subframe and tighten :

**Front securing screw (13) and centre securing screw (12) to : 5.7 m.daN.**

**Rear securing screw to : 9.5 m.daN.**

#### **BX 16, Fig. VII**

Fit the screws (15) fixing the centre part of the subframe and tighten :

**Front securing screw (16) and centre securing screw (15) to : 5.7 m.daN.**

**Rear securing screw (14) to : 9.5 m.daN.**

#### **Note :**

The anti-roll bar rubber bearings O6/87 → must be dry fitted, and the bar centered.

The tightening operation will be carried out with the vehicle in the driving position i.e. top face of the wheelarm  $\cong$  545 mm from the suspension cylinder mounting flange, (refer to Op. ⑦ XB 412-1 : Fitting a lower wheelarm).

**Adjusting the anti-roll bar, Fig. I and II**

Fit tool **7102-T**, coming up against clamp (2), behind the clamp.

Tighten nut (3) until the coils of spring (1) are touching. Loosen nut (3) **by one turn** and tighten clamp (2).

Fill up the bearings of the anti-roll bar with TOTAL MULTIS MS grease (30 grams approximately).

Place protectors (6) and (4) in position.

Fit circlips (5) on the protectors at « a » and LIGAREX clamps at « b ».

**Couple up** the link-rods with the anti-roll bar.  
**Tighten to : 4.5 m.daN.**

**Recouple** the link-rods of the gear change control, **Fig. IV.**

**Set automatic height control (7) in position**, (*the manual height control lever being placed in the « normal driving » position*), **Fig. V.**

**The clearance at the control pivot point « c »** should be : **1.5 to 2 mm.** Tighten clamp (2).

Fasten flange (8) of the L.H. suspension cylinder return pipes (*do not cross the pipes*).

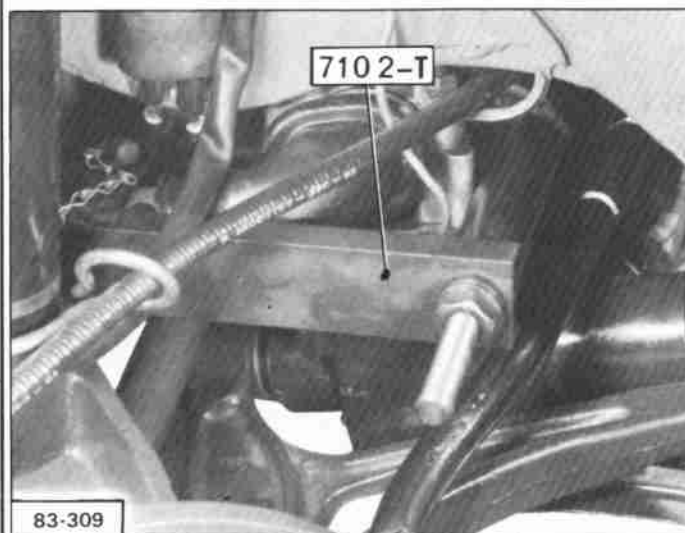
Lower the vehicle to the ground.

**Adjust** the vehicle front heights to :  
**166  $\pm$   $\frac{10}{7}$  mm**

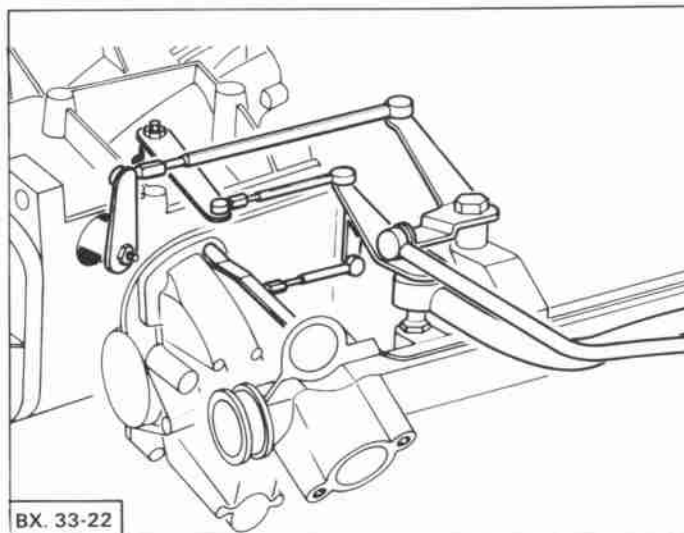
Check if the rear heights are :

**223  $\pm$   $\frac{10}{7}$  mm**

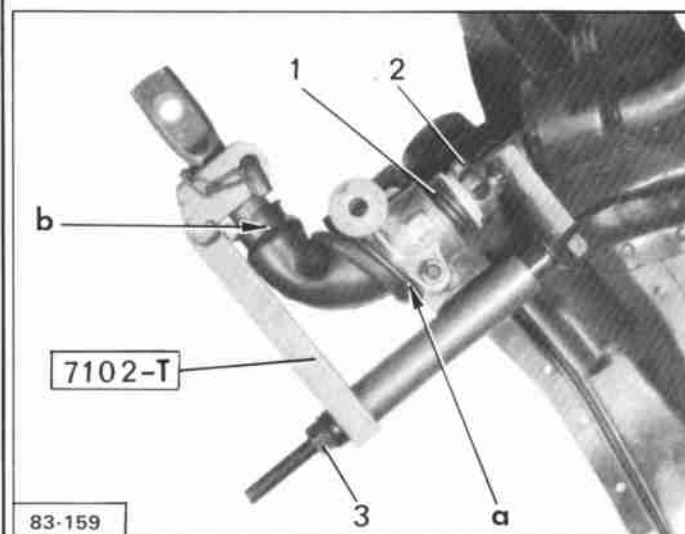
Readjust, if necessary (see Op. ⑨ XB. 430-00).



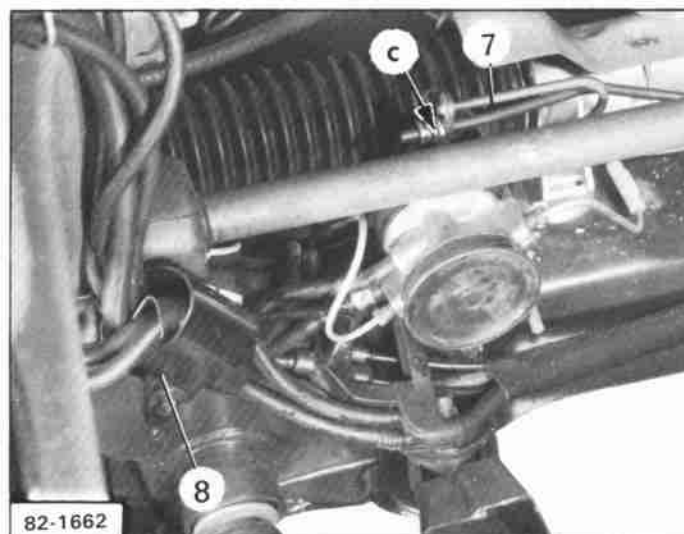
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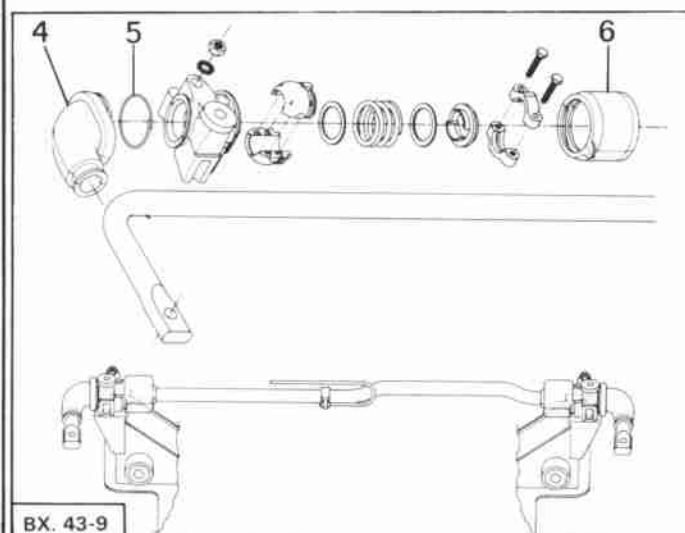
IV



II

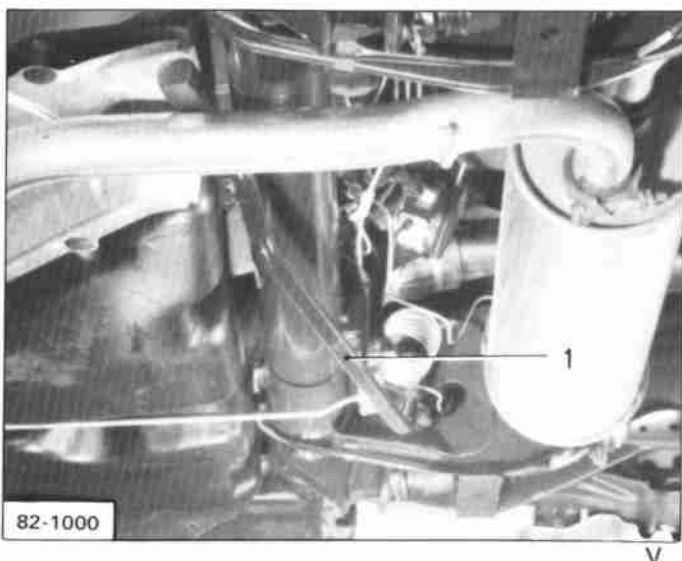
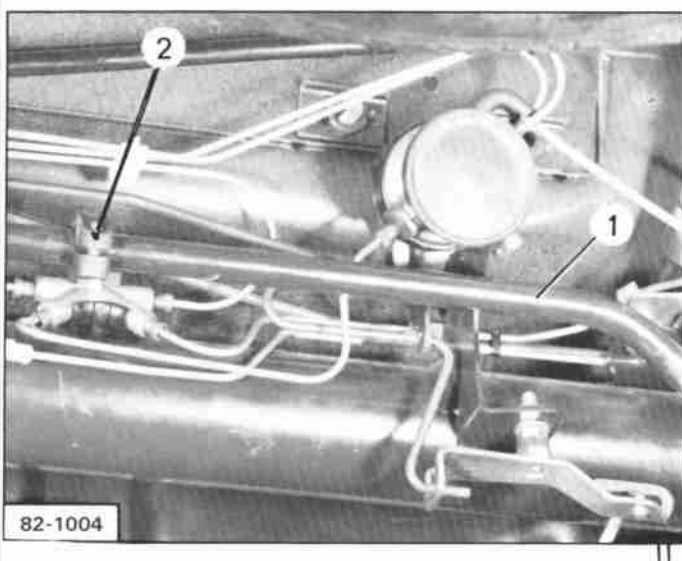
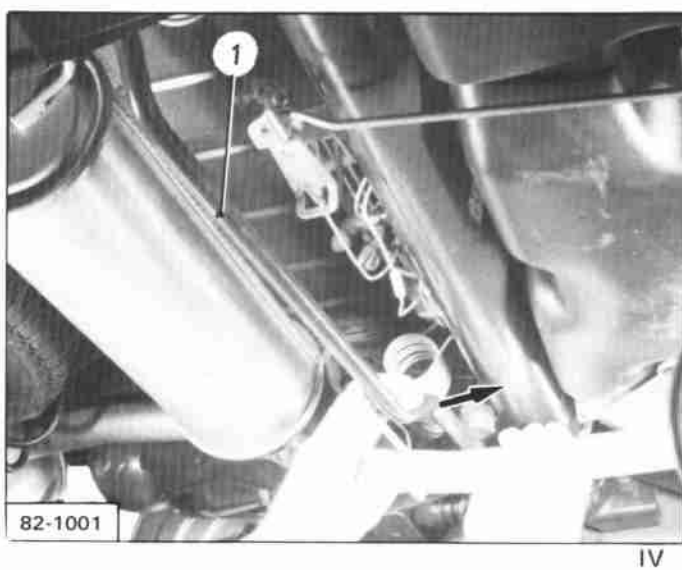
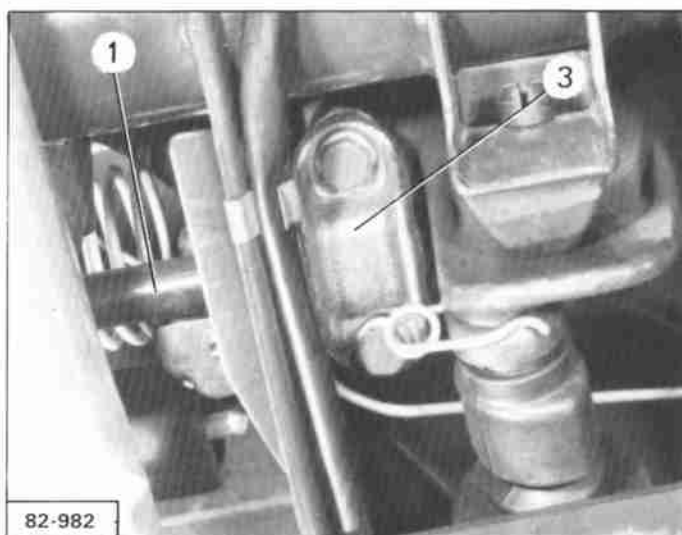
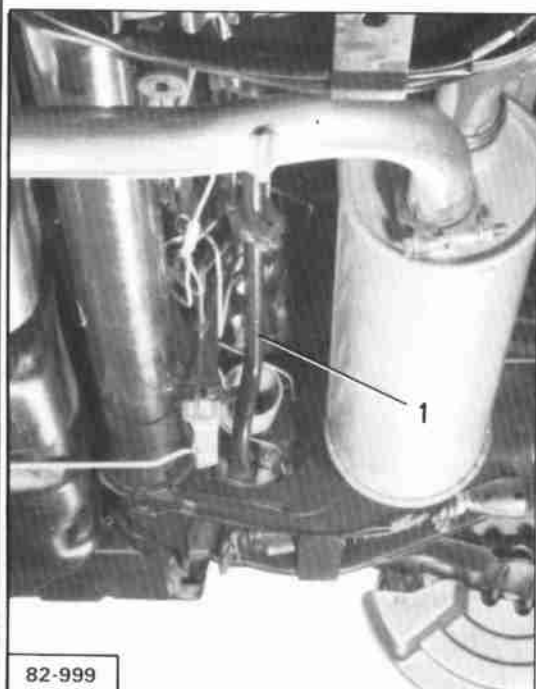


V



III





## II – REMOVING AND REFITTING A REAR ANTI-ROLL BAR.

## REMOVAL.

Chock the rear of the vehicle, wheels hanging free.  
Set the manual height control lever to the « normal driving » position.

Uncouple clamp (2) from the automatic height corrector control.

Remove the two flanges (3) and anti-roll bar (1) thrust plates.

**Removing the anti-roll bar, Fig. IV and V.**

Engage the anti-roll bar towards the R.H. side, slide the L.H. side between the exhaust system and the bodyshell, then remove the bar.

## REFITTING.

**The anti-roll bar is symmetrical :**

Offer up the R.H. extremity of the anti-roll bar, **Fig. V**, engage the L.H. extremity between the exhaust system and the bodyshell, **Fig. IV**. Locate the bar.

Position the thrust plate between the wheelarm and the anti-roll bar. Refit flange (3), **Fig. II**.

**Tighten to 9 m.daN.**

**Recouple** the automatic height corrector control (*the manual control lever being set to the « normal driving » position*).

Allow a **1.5 to 2 mm** clearance at the control pivot point. Retighten clamp (2).

Lower the vehicle to the ground.

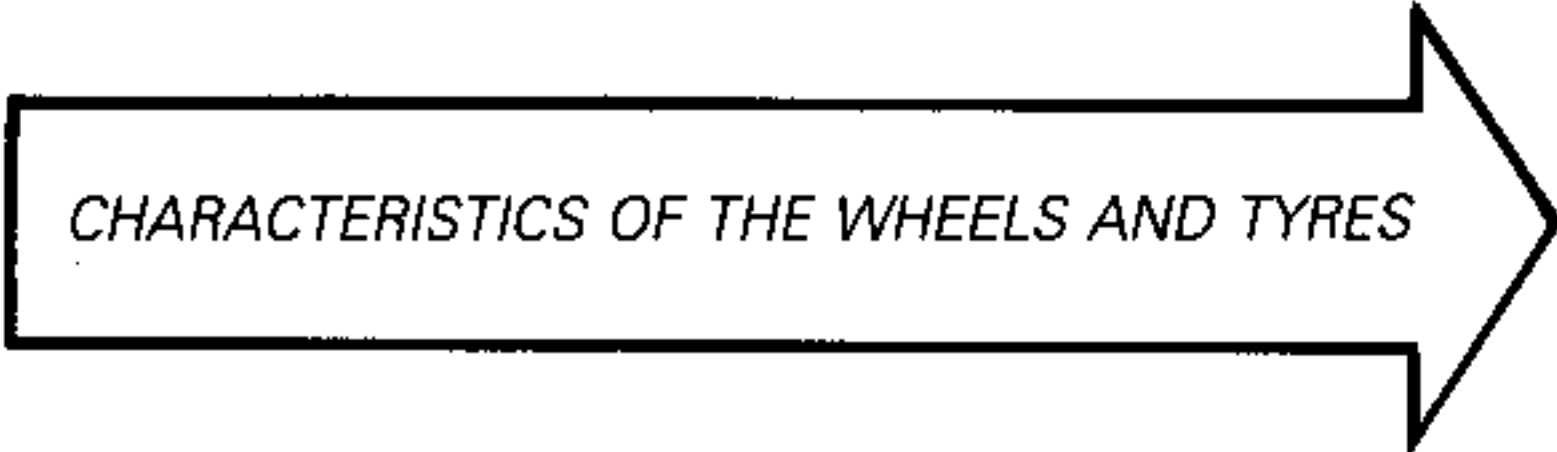
**Adjust** the vehicle rear heights to :

**223  $\pm$   $\frac{10}{7}$  mm**

Make sure that the front heights are :

**166  $\pm$   $\frac{10}{7}$  mm**

Readjust, if necessary, (See Op. **9** XB. 430-00).



*CHARACTERISTICS OF THE WHEELS AND TYRES*

Vehicle	STANDARD FITTINGS		Pressure in psi			OPTIONS		Pressure in psi			SNOW TYRES ***		
	WHEEL	TYRE	FRONT	REAR	SPARE	WHEEL	TYRE	FRONT	REAR	SPARE	Studs cannot be fitted	Studded tyres	
BX - BX 14 E	(A)	(1) (2)	28	29	32	(B) (C)	(3) (4)	26	29	32	(12)	(17)	
BX 14 RE	(A)	(1) (2)	"	"	"	(L) (M)	(3) (4)	"	"	"	(12)	(17)	
BX 15 RE	(C)	(4)	29	29	32	(M)	(4)	29	29	32	(15)	(19)	
BX 16 S	(C)	(4)	"	"	"						(15)	(19)	
BX 16 RS, manual gearbox	(B) (C)	(3) (4)	"	"	"	(L) (M)	(3) (4)	28	30	33	(15)	(19)	
BX 16 TRS manual gearbox	(B) (C)	(3) (4)	"	"	"	(L) (M)	(3) (4)	29	29	32	(14)(15)(16)	(19)(20)	
BX 16 RS and TRS auto-gb	(C)	(4) ** (7)	32	32	35	(M)	(7)	32	32	36	(13)	(18)	
BX 19 TRS, manual gearbox	(C)	(4)	29	32	35	(M)	(4)	29	32	35	(14)(15)(16)	(19)(20)	
BX 19 TRS, automatic g.box	(C)	(4)	"	"	"	(M)	(4)	"	"	"	(15)	(19)	
BX 19 GT	(C)	(5) * (4)	"	"	"	(M)	(5)	"	"	"	(15)	(19)	
BX SPORT	(N) * (D)	(6) * (4)	"	"	"						(14)(15)(16)	(20)	
BX 19 GTI	(E)	(6) * (4)	30	30	33	(O)	(6) * (4)	30	30	33	(15)	(19)	
BX GTI 16 valves	(P) * (E)	(8)	32	30	33						(15)	(19)	
BX D	(C)	(4)	30	30	33						(15)	(19)	
BX 19 D - RD - DTR, auto.gb	(C)	(4)	"	"	"	(L) (M)	(3) (4)	30	30	35	(15)	(19)	
BX 19 RD and DTR, auto-g.box	(C)	(4)	"	"	"	(M)	(4)	"	"	"	(15)	(19)	
ESTATES	BX 14 E	(A)	(2)	32	36	39	(C)	(4)	33	36	39	(12)	(17)
	BX 16 RS	(C)	(4)	33	36	39	(M)	(4)	"	"	"	(15)	(19)
	BX 19 TRS	(C)	(4)	"	"	"	(M)	(4)	"	"	"	(15)	(19)
	BX 19 D	(C)	(4)	"	"	"						(15)	(19)
	BX 19 RD	(C)	(4)	"	"	"	(M)	(4)	33	36	39	(15)	(19)

\* Fitted as spare wheels

\*\* Following the introduction of new tyres (7) 1987 Model year →, the fiscal rating is decreased from 8 H.P. to 7 H.P.

\*\*\* Inflation pressure = base pressure + 3 psi.


2



**XB**  
471-0



**WHEELS AND TYRES SPECIFICATION**


**9**

**CITROËN**

	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪
	7/82 → → 7/83	7/82 →	7/82 → → 7/85	7/83 →	7/84 → → 7/86	7/84 →	7/86 →	7/87 →			
	145 R 14 X Z X	145 R 14 M X	170/65 R 365 TRX-AS	165/70 R 14 M X L	165/70 R 14 M X V	185/60 (H) R 14 M X V	155 R 14 M X	195/60 V R 14 M X V			

	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ	Ⓗ	Ⓘ	Ⓝ	Ⓚ
	7/82 →	7/82 → → 7/83	7/83 →	3/85 →	7/86 →						
 8 m.daN 	4.50 B 14 FH. 4-30	120 TR 365 FH. 4-30	5.00 B 14 FH. 4-25	5 1/2 J 14 FH. 4-25	5 1/2 J 14 FH 4-18						

	Ⓛ	Ⓜ	Ⓝ	Ⓞ	Ⓟ	Ⓠ	Ⓡ	Ⓢ	Ⓣ	Ⓤ	Ⓥ
	7/82 → → 7/84	7/84 →	7/84 →	7/86 →	7/87 →						
 9 m.daN 	120 TR 365 CH. 4-30	5.00 B 14 CH. 4-25	6 1/2 J 14 CH. 4-20	5 1/2 J 14 CH. 4-18	6 J 14 CH 4-15						

	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳	㉑	㉒	
	Cannot be fitted with studs					Can be studded						
	145 R 14 X M + S 100	155 R 14 X M + S 100	165/65 R 14 X M + S 100	165/70 R 14 X M + S 100	175/65 R 14 X M + S 100	145 R 14 X M + S 200	155 R 14 X M + S 200	165/70 R 14 X M + S 200	175/65 R 14 X M + S 200			

**It is strictly forbidden to fit inner tubes on alloy wheels equipped with "TUBELESS" tyres.**

- Tyre pressures are indicated on a label located on the door opening, on the driver's side.
- When carrying out an operation which requires removing **alloy wheels**, the centring hole of the wheel must be **lubricated** with "TOTAL MULTIS" **grease**.