

www.bx.citroen.org[This Site
Shop](#)[Tech Guide
Info](#)[Trial
LINK](#)[Tool
Regional Link](#)[Book
UPDATE](#)[HOME
Search](#)

⤴ Fundamental data of BX

It has planned item

- [Organization No](#)
- [Change of BX \(- 87\)](#)

[Starter](#)
[Alternator -](#)
[ATF](#)
[Height collector](#)
[Stabilizer](#)
[Height adjustment](#)
[F suspension arm](#)
[R suspension cylinder](#)
[Exchange of LHM](#)
[□□□□□](#)
[Pressure regulator](#)
[Priority valve](#)
[Brake valve](#)
[Expansion valve](#)
[Air conditioner * compressor](#)
[Air conditioner control](#)
[Air conditioner & hose](#)
[Emergency brake * wire](#)

⤴ Engine

- [Timing belt](#)
- [Chilled water thermostat](#)
- [Ignition type summary](#)
- [Fuel filter - exchange \(EFI Model\)](#)
- [LU2-JETRONIC: Constitution](#)
- [Part list of injection system](#)
- [Used the ECU coupler system check injection](#)

⤴ Front Axle

- [ATF strainer](#)
- [Drive shaft](#)

⤴ Steering

- [Exchange of steering wheel * rack boots](#)
- [Being shaky of steering wheel * wheel](#)
- [Steering wheel * coupling exchange](#)
- [O/H of power-steering * control valve](#)
- [Removal and re-installation of power-steering * control valve](#)

⤴ Suspension

- [Sphere Spec.](#)
- [Rationalization of suspension](#)
- [F strut structure](#)
- [F strut removal and re-installation OH](#)
- [R arm removal and re-installation OH](#)
- [Reference level of height adjustment](#)

⤴ Hydro Pneumatic

- [Understanding of a LHM leak](#)
- [Understanding of return hose](#)
- [Main accumulator](#)
- [Flow distributor - O/H](#)

- Flow distributor - removal and re-installation
- Hari of high pressure pump driving belt

⤴ Braking System

- Front * brake caliper - structure
- Exchange of front * brake pad / rotor
- Exchange of rear * brake pad
- Exchange of brake hose

⤴ Interior

- Structure of bobbin meter
- Removal and re-installation of door lining and window regulator
- Removal and re-installation of dash panel - air outlet panel
- Exchange of sun roof gasket

⤴ Air Conditioner

- Liquid tank domestic production
-> It moved

www.bx.citroen.org

DATA TECH GUIDE

Organization no.

Organization no. (ORGA) with?

This information has turned those which are introduced with the below-mentioned overseas sight to the origin.

Please try referring to by all means.

1. [Http: //www.tramontana.co.hu/citroen/maint/maint.htmlc#orga](http://www.tramontana.co.hu/citroen/maint/maint.htmlc#orga)
2. [Http: //www.citroen.mb.ca/organr.html](http://www.citroen.mb.ca/organr.html)

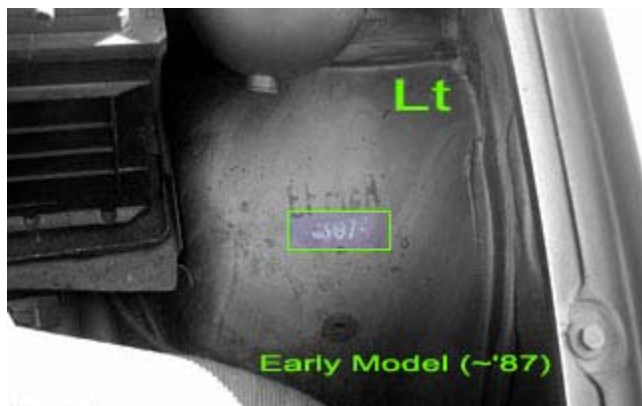
In the Citroen car organization * number (the alias RP or PR number) with there are times when the bearing number it is required in order and the like of the part. This number displays the production day of individual, modification of part number is managed with this number. It is possible to identify the necessary part generally known body number (the model is displayed) with with the ORGA.

In addition, it is possible to know the birthday of the individual from this number.

It meaning that the computer which used the JAVA SCRIPT is introduced to the sight of above-mentioned two please try trying.

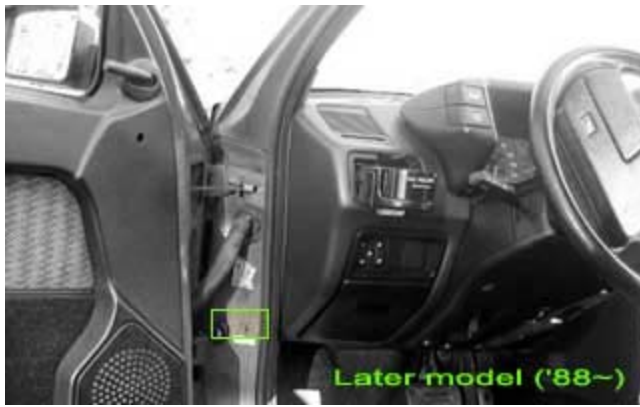
However, result 1 day it has slipped with two sights, but the reason is unclear. ^ ^;

The ORGA is done using the stamp in the body, the paint, but the paint to be weak becomes husky simply with the cleaner and the like. Still when being out even fortunately, it will retain e.g., memo it does with. Especially when importing the part from the foreign country and the like, passes very much in part. It is similar even with the other model. (Also XM where it has the distance of 4 years in production and the domestic register you call it was)



- **As for** the vehicle to the '87 the individual which the paint is done is many in the left inner fender, is. As for the sign of the alphabetical character mixture which is on the paint cord/code

The '88 - the empty the paint is done in the joint of the door before the left.



(C) Yohsuke NARABAYASHI
www.bx.citroen.org

Engine
Maintenance
Menu

Timing Belt

⚡ Exchange of timing belt

As for manufacturer recommendation distance of timing belt exchange 7 ten thousand kilometers. But, the person who at approximately 50000 kilometers broke the engine from trouble of the belt the large quantity it is.

As for the person who looked at the poster which recommends the exchange at 4 ten thousand kilometers it is many even at the dealer type factory, probably will be.

First obstacle of timing belt exchange is to remove the crankshaft pulley.

As for the tool of the wheel stopper which holds down the pulley those of belt type and those et cetera which attach the nail first with volt/bolt of the metal stick there is a variety.

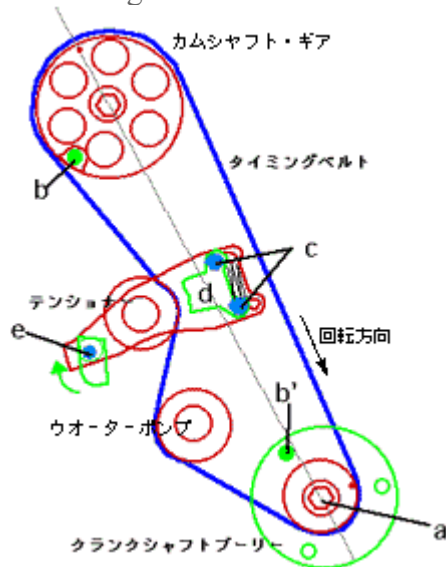
The method of removing and re-installing with the impact wrench is simple, but there is a fault that it is not finished by stipulated torque.

The important point of job tension of the belt method of as specified is to make encounter.

To some extent when you do, there are times when the scene flying is caused.

When you work by your, as for the failure there is a danger of being connected to the OH of the engine. It will do prudently.

Outline figure



Timing belt and tensioner of BX -

It is modified from the organization No.5546.

The figure does with those of 113 tooth types to RP.5545.

The timing belt drives the camshaft * gear, the crankshaft & the pulley and the water pump.

The tensioner - when installing in order to be able to put out stipulated tension, with the spring for the tension adjustment, it is devised.

In 114 tooth types from 5546, the tensioner - it becomes the roller bearing of partial core type, as for tension adjustment the special tool has become necessary.

- Stipulated torque -

- Crankshaft pulley (A): 11kgm
- Tensioner - fixed nut (C): 1.6kgm
- Interlock fixed nut (E): 1.5kgm

- Parts List -

(- 5545) 113 tooth types

- Timing belt: RP 0816 67
- tensioners -: RP 0829 12

(5546 -) 114 tooth types

- Timing belt: RP 0816 71
- tensioners -: RP 0829

29 descriptions above are excerpt from the part list, but the 16TZI of the RP5545 has been 114 tooth types.
As for the one where the RP is close, please verify before the purchasing.

- Removal -

1. Lifting raising the front, it is good it applies.

Is good the one which was put on the sub frame is safe.

As for the BX because the emergency brake works before, the method which does wheel stopping in the rear wheel is safer.

In order for the engine starting (laughing) not to do even by any chance, you will remove the battery.

When the sparkplug is removed, afterwards the engine the distance which prepares becomes easy.



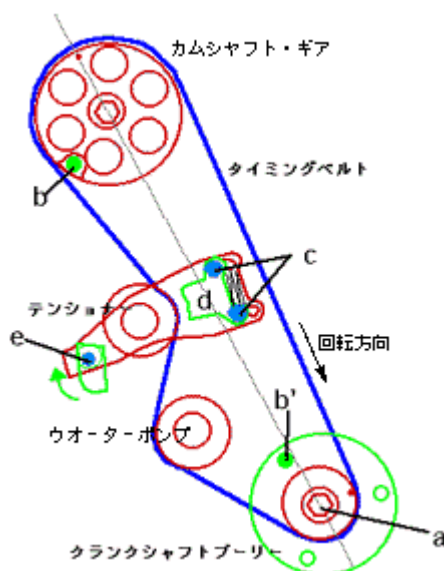
The right front tire is removed.

The cover which is in the front inside the right side fender is removed.

The crankshaft pulley is visible in the front.

The alternator - with the belt of the high pressure pump is removed.

The timing belt cover of cam cover side is removed.



Volt/bolt A (the 22mm) using the wrench, the engine turning,
The positioning hole B, the b' is adjusted to the position in the figure.

The hole which becomes the marker in the inner part has been less crowded.

Inserting the volt/bolt and the like of the 10mm, it decides position.



5. The photograph is the place where the camshaft * gear is a stipulated position.

In the hole of the alignment is inserted the L letter wrench.

When position of the top and bottom decides, the crank pulley - fixed volt/bolt A is removed.



The crankshaft pulley is removed, it does.

Pulling by the hand, when taking, it hits unreasonably and/or the □ □ is densely the □ not to do,

The gear puller - please use.

The photograph is the place where the pulley is removed.

The belt cover of the black plastic is visible.

7. The timing belt cover which 2 has been attached to block side is removed.
When at this point in time the white paint and the like is done in each gear, positioning adjustment after becomes easy.

8. The tensioner - fixed volt/bolt C and the E (interlock) it loosens.
The E is locked with the nut of the 16mm which to reverse side in the figure is.
As for this volt/bolt the axial point is cut in square, applies the spanner of 1/4 inches here, the E from the reverse side turns to the direction of the arrow.
The tensioner - it slides the whole to the left direction in the figure, the tensioner - loosens.



The tensioner which you remove -.

The tensioner - with bracket D for fixing (it locks in block and there is no mobility)

Between the tensioner - the spring in order to push has entered to clockwise in the figure.

If the figure you compare by sight, you think you can understand structure.

10. Turning the E, when the tensioner - loosens, you remove the belt.
When the tensioner - exchanging, if you remove C and the E, every bracket it comes off.

- Installation -

1. Inserting the new belt, it adjusts position.
The mark in order to adjust to the belt (the figure small the redspot) has been attached to the timing pulley of the camshaft * gear and the crankshaft.
The white line which has been attached to the belt surface in this is adjusted.

2. When the belt enters, the E is turned to opposite direction to the arrow.
The tensioner - it moves to the right by power of the spring and tension depends on the belt.
The tensioner - does not move tightens temporarily the nut of C.
3. The crank pulley - with fixed volt/bolt one time installation, with the wrench 2 revolutions is turned to clock direction.
Volt/bolt inserting, you verify that it does not have the gap in belt position in the positioning hole of the top and bottom.

(Note: When the sound, " □□□□□ " does with direction above,
The belt deviating from camshaft * gear side, it is the sound which idles.
Discontinuing job, please request support to the intellectual (truth)

4. When you verify that the mark of the top and bottom is agreeable, one time after loosening C, it screws by stipulated torque.
Still worry when (^; Once more the crank pulley - mark position of 2 revolution turning and the belt is verified by hand.
5. One time crank pulley - you remove, install the belt cover.
6. The crank pulley is installed, volt/bolt is tightened by stipulated torque.
7. In addition, resetting the drive belts, the plug and the cable et cetera which, are removed engine starting.
Most don't you think? it is instantaneous becomes tense.

(C) Y Narabayashi

www.bx.citroen.org

Coolant Thermostat

⚡ Chilled water and exchange of thermostat

As for cooling system of the BX as had the ability to be sufficient for the Japanese traffic circumstance, with the normality as for the trouble regarding water temperature you think it is little. As a general maintenance, the chilled water and exchange of the thermostat are picked up.

In the XU engine which is adopted for the BX, the air inside the head is difficult to pass through to the occasion where the chilled water is exchanged, if only you follow the method of the manuals, insufficient.

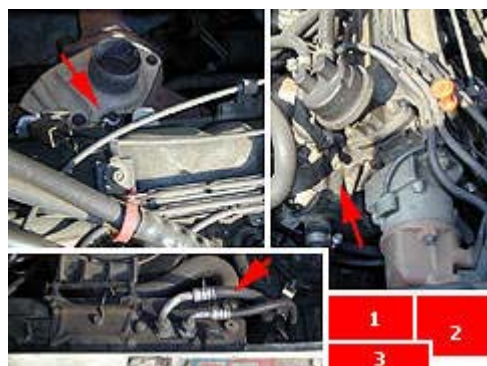
By the fact that the vinyl hose is attached to one of air bleeding, air job and verification very much become easy.

- When the chilled water is hot, there are times when
- the rubber make drain hose which is under the radiator left which will pay attention to the burn has deteriorated.

When the drip hole coming is done from here, there are times when after the job it becomes cause of water leak.



Position of bleeding screw
(The photograph is the carburetor * model)



The screw
of the central thermostat * housing radiator * top 2.
of the metal pipe which
runs the rear

of the bleeding screw head the thermostat compared to is arranged
on engine side.

Water temperature not rising, it can utilize in the air.

⚡ Procedure of chilled water exchange

1. Job after the stop, there is a coolant verifying the fact that it is cold, does the engine.
2. All bleeding screws and the radiator * cap are removed.
3. The adjustment lever of the heater [is designated as HOT] position, the chilled water is pulled

out.

Because (outflow is slow from the drain hose, I pull out from the lower hose.)

4. Resetting the hose which you remove, you insert the coolant of stipulated density from the water supply mouth of the radiator.



Air

job first the air of rear of the head (1) from the chilled water comes out. When the thermostat * housing (2) from it comes out next, the vinyl hose of the inside diameter 9mm is poured in the air, (**the photograph**). You insert opposite side to the water supply mouth of the radiator. When the air of the radiator top (3) from it overflows, the screw is closed.



The engine is used.

Like the photograph inside the hose the abundant air keeps flowing. Occasionally when the accelerator is depressed and the air stops coming out, pulling out the hose, (2) you close the screw.

This point in time it becomes hugely and water temperature has risen. In the screw which has the 5mm hexa- head, using those of socket type, when it extends, job becomes easy.

9. When the radiator is washed, using the tap water, it repeats above-mentioned job, fills up lastly with the stipulated coolant.

⚡ Exchange of thermostat



From the left
old part

genuine new item (82' C: 1338 37)

OEM

lower position: O-ring (RP1339 10)

(As for 16TZI from now on RPN^o.5139 [RP 1340 30](#).)

With the OEM there are times when diameter of the plate part is a little larger than genuine.

(Genuine: 53.4mm and OEM: 53.8mm survey value)

the condition overheat with the thermostat

- defectiveness
 - it depends on not opening condition
 - Over the radiator is not hot to water temperature
- being high cool
 - It depends on not closing condition
 - Water temperature rises
 - The heater is effective



Exchange job is simple.

When volt/bolt of the cap of the thermostat * housing (to be also a nut specification) 2 are removed, the thermostat has entered in. It starts picking with the plier and the like. When exchanging the new gasket will be used.

The cap is installed, the coolant is added.
Using the engine, to verify a leak, end.

(C) Y Narabayashi

www.bx.citroen.org

Ignition System

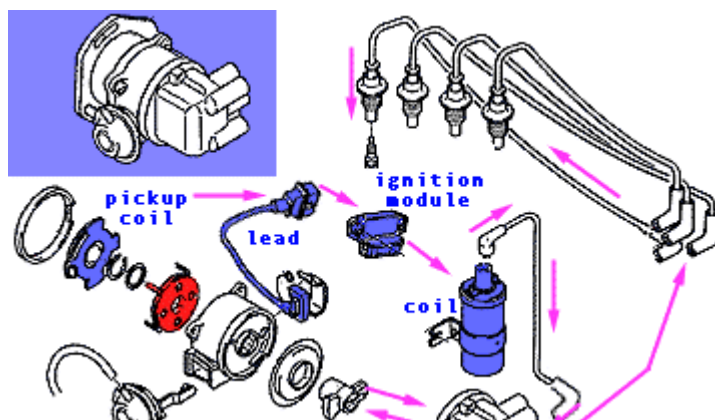
⚡ Constitution of ignition system

The ignition system which is used with the BX of the Japanese specification are several types depending upon the variation of the engine. As for those which use point system, at least there is no proper import model. TRS system and TRI sedan system, the early model of the GTI (the 5MT) the pickup coil inside the distributor has detected ignition timing. With the injection model this signal is utilized even in engine speed inspection of the ECU, but advanced angle control has become the combination the governor and vacuum.

Break from now on the GTI and the TRI which are combined with the AT becomes the □□□□□□□□ □□, as for ignition timing the speed sensor which is inspected with the flywheel is relocated on bell housing top.

Also advanced angle becomes electronic control and as for adjustment of the ignition timing by the distributor has become (laughing) not to be possible once.

Model name	Engine type	Fuel system	Pickup	Addition
TRS	16: 171 19: 159	Carburetor	Inside of distributor	Centrifugal advanced angle + Vacuum advanced angle
TRI (Sedan)	DFZ	LU2-JETRONIC	↑	↑
GTI (5MT model)	D6A	LE3-JETRONIC	↑	↑
GTI (AT model)	DKZ	Motronic	Flywheel * sensor	4AT model
TRI Break	DKZ	↑	↑	↑
1C\$6v	DFW	↑	↑	DKZ+ knock sensor + Idle actuator
1C\$6tZi	?	□□□ make?	↑	Details unclear



Ignition system of TRS type

- Full transistor * ignition -

The distributor of the TRS BX - it is driven to the same axis with the camshaft. Electric potential occurs in the pickup coil with the fact that the permanent magnet which had 4 nails inside turns.

At this pulse on of primary voltage of the coil - does off to ignition * module, generates high tension to downstream of the ignition coil.

After that it is distributed from the distributor
& the cap to each HT lead/read.
The distributor - the governor and the diaphragm for mechanical advanced angle are equipped.

The distributor - there is a BOSCH make and a Ducellier make.

Ignition system of TRI- sedan type

- BOSCH L-Jetronic -

TRI sedan system has adopted L- JETRO * fuel injection.

But, as for the ignition system TRS system there is no big difference.

Wiring in order to convey engine speed just is added to the ECU, as for ignition system itself is the same.

Ignition system of TRI- break type / GTI-SOHC+AT type

- BOSCH Motronic -

In case of the □□□□□□ * system, crank angle and engine speed are inspected with the flywheel * sensor, send the signal to the ECU.

We adopt the electronic advanced angle also ignition timing due to the ECU, the device of mechanical advanced angle is removed from the distributor itself.

As for the distributor because it does not have the pickup coil and the advanced angle device, as for appearance it has become smaller than TRS system.

Reference level of component

- Distributor - pickup coil inside (terminal resistance)
 - 1-2 between: 990-1210 ohm
 - 2-3 between: 0.6-1.6k ohmic
- ignition coil
 - primary coil: + (15) - - (1) between
 - Ducellier: 0.76-0.81 ohmic
 - BOSCH: 0.74-0.90 ohmic
 - secondary coil: - (1) - Ducellier between high-tension *
 - terminal: 5700-6300 ohmic
 - BOSCH: 7425-9075 per
- ohmic high-tension *
 - cord/code 1cm, approximately 50-60 10
- degrees btdc
 - in ohmic ignition timing / 900 revolutions (disconnecting the vacuum hose, when measurement

) being ignition system out of order, first it will do connector cleaning of the section item.
The component it is not broken so simply, but if you hear, with there is an impression which deterioration occurs at frequency below.

- Distributor - cap / rotor
- high tension cord
- (flywheel sensor?)
- The ignition module
- pickup coil
- ignition coil

* concerning the 16v and the 16TZI and the 19TZI there is no detailed data.
We ask the offer of information may.

(C) Y Narabayashi

www.bx.citroen.org

AT
[Maintenance](#)
[Menu](#)

ATF Strainer

⚡ Exchange of ATF strainer

The ATF strainer of the BX has hidden in the AT oil pan.

This includes also the domestic car, it is similar structure in many models.

In case of the BX, the pressure regulator (below, the regulator) disturbing in being troubled, the oil pan does not come off.

In case of me, job time 2-3 was hour, but at the time when approximately 2/3 relates to the hydro Ro-related part, strainer exchange itself includes also the pulling out changing of the ATF and is thought as within 1 hour.

As for job procedure

The relation of hydro Ro

- Loosening the pressure removal □□□□□□□□
- removing hose
- clamps of main system / you remove and
- loosening the regulator * mount volt/bolt / the stay / remove and
- loosening the hydro Ro piping / remove

relation of the AT

- Pulling out oil
- pan removal strainer
- * cover removal strainer
- * gasket exchange strainer
- exchange ATF
- supplement LHM
- level inspection * supplement and the like

of the ATF is the main place.

- Parts List -

- AT strainer: RP 2263 14
 - ring seals: RP 2264 12
 - strainer gaskets: RP 2264 13
 - AT oil pan gaskets: RP 2214
-

11 jobs really

1. Lifting raising the front, it is good it applies.

Is good the one which was put on the sub frame is safe.

As for the BX because the emergency brake works before, the one which braces in the rear wheel is safe.



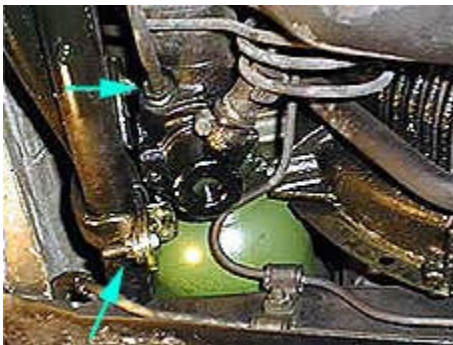
The ATF the drain plug of 2 places (the 5mm) from you pull out

(Approximately 2.5 L)



regulator * mount volt/bolt you remove

Loosening the bleeding screw, pressure you pull out
To the □□□□ of the regulator volt/bolt of the stay which is on
opposite side also 2 remove
The □□□□ is removed, 2 volts/bolts which lock the regulator
itself are loosened, it increases, (the photograph are not)



the clamps around are removed.
The hydro Ro piping which from under the regulator is directly
under the oil pan is removed.



You remove the oil level gauge, volt/bolt around the oil pan (T-27)
everything remove.



When removing the oil pan, in order the regulator tail and to
interfere, putting the regulator and the wrench et cetera during
engine block, it raises.

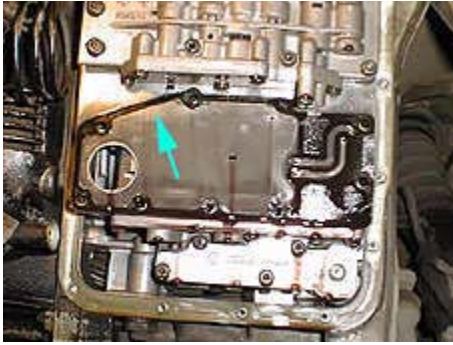
The union nut of the opposite J pipe between regulator / flow disbi
is loosened slightly.

The oil pan is removed.



The strainer cover (the part which is enclosed with the green) you
remove.

When the one which does not touch removes the safety cover



to other volt/bolt, the strainer comes off if it pulls by the hand.
The old gasket is exfoliated.
Way the refuse does not enter inside, note.



The new strainer and gasket are installed.

10. The strainer cover is installed.

As for volt/bolt those of 5 types where length * thickness differs are used.
(Photograph reference of 7.)

Each size and stipulated torque are as mentioned below.

No.	Diameter of head (mm)	Length (mm)	Tightening torque (kgm)
1	12	80	0.8
2	12	70	0.8
3	10	80	0.6
4	10	65	0.6
5	10	60	0.6

11. Using the new gasket in the oil pan, it attaches, installs the level gauge.

12. Piping and the regulator and the like are attached.

Stipulated torque

- oil pan installation bolt: 1kgm
- level gauge: 4.5kgm
- pressure regulator: It adds

13. the 1.9kgm oils. Doing operation verification, it ends.

(C) Y Narabayashi

www.bx.citroen.org

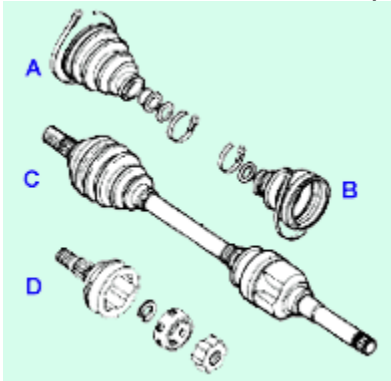
Drive Shaft

⚡ Removal and re-installation and boots exchange of drive shaft

The drive shaft of the BX is general structure inner the To report * joint, as the FF car, outer CV joint.

As for the outer joint part the shaft and the joint are locked with the C clip and division is possible.

If the front * height collector and oct pass (alias of the gathering type return hose), it is possible even at the time of trouble to pull out the right drive shaft, job very much becomes easy.



You exchange the drive shaft boots disassembling the outer joint. The hub nut and the division of the joint which are screwed by high torque are the part where the threshold is high, but if the hand tool is devised a little, it is not impossible job.

As for the repair part related to drive shaft there being only boots in the country, when abnormal play appears in the joint, the part it is supplied with only the assembly.

When just the outer joint of the used part it utilizes and the like even, it can apply below-mentioned method.

- A. As for the outer
- B. boots inner
- C. boots
- D. drive shaft outer

joint drive shaft with model left and right each, it seems that 3 types exist at least.

The case and the like of purchase of the boots after **model +RP inspecting the conformity of number**, please be sure to order.

(You verify that empirically, the TRS=TRI sedan, GTI=TRI break, the 16v differs.)

Stipulated torque

- Hub nut (35mm): 27kgm
- lower ball joint (18mm): 3kgm
- outer joint grease quantity: 100g

procedure

1. Below in case of iron wheel. Suddenly it is power skill.
You use the engine, you put in a state where the brake operates.
When the wheel cap is removed, it meaning that the cap of the hub nut and the pin of fixing are

visible in center, you remove.

2. Has stepping on the brake strongly in the assistant, when the steering wheel a little it is cut keeping has.



You put the socket of the 35mm on the hub nut, turn with the spinner handle. Either left and right do not use the opposite screw. Being hard, when turning, like the photograph it uses the extension of the iron pipe and the like, (there are times when the tool is broken, but...

Removing the nut, the tire comes off, (laughing) and the like there is no problem.

(Stud bolt of the wheel is the □□, because of sense)

* You do not understand whether or not in the aluminum wheel the 35mm socket passes the hole of center.

3. Lifting raising the front, it is good it applies.
Is good the one which was put on the sub frame is safe.
As for the BX because the emergency brake works before, the one which braces in the rear wheel is safe.
The front tire is removed.
In order to prevent foreign material mixture, being the part cleaner and the like you wash around the part where the drive shaft sticks to the diff. well.

4. Lower * ball joint (< : The 18mm) you remove, in order to open the □□□□□ from before, you move.



If this time, the left is removed, turning the steering wheel on the right, the method which extends the tie rod is easier, (the photograph).

When it is difficult to remove, the tie rod * end (the ↑ : The 16mm) it is good removing, is, but strut extending, being to have also the fact that the □□□□□ falls you will note.
When the ball joint does not come off, the puller - you use.
You think the one which it does not hit is good.

5. When it hits lightly with those of the plastic hammer, it passes through the drive shaft, inside, but when it has adhered, you apply the lubricant of the CRC-556, and the like in order to become the drive shaft and flush, you install the hub nut, hit strongly with the holding-up hammer and the like.
When one time it slips, then just pulls the hub outside the shaft comes off by the hand.
With the individual, the ATF 11 rank are times when it flows out from the hole where the shaft was pulled out.
Whether it comes out by some car, why it is unclear. The person who prepares the oil receiving is wise.

- Right side -

With the right the bearing which is the shaft intermediate section in addition to above-mentioned procedure, the mount * bracket (torque stopper) from it is necessary to pull out.

**It is good it is necessary to apply to raising.
Paying attention to the stability of the body sufficiently, please work.**

2 volts/bolts which lock the bearing of the shaft in the bracket (<- : The 11mm) you remove.



The rear end of the bearing (<-) it hits to axial direction. Because the bearing it just has been fixed lightly, if it hits little by little, it comes out. After, you pull out with procedure description above 5.

- The left side -



On the left side, the mission case (the mouth) □ waiting the time, there are times when the inner joint part does not come out.

Loosening the engine mount of the left side, when lowering the transmission, it passes.

Also the Kure □ falls and □ thing is not, the sea urchin (the ^^;

Disassembly of outer joint

Job when you do on the load wheel, is convenient. It meaning that the grease is attached, you will spread the paper.

1. It can divide the joint section which
2. removes the boots band into the shaft and the bearing.



There is a notch in the shaft, the C clip under the photograph has entered here. There being a notch even in the spline of bearing side, the clip entering into the place where it becomes facing, it is the structure which is locked.

3. Method of pulling out the C clip.



It applies the copper hammer to the bearing base, with another hammer hits in axial direction. You think it is difficult to hit accurately with just for 1 hammer.

4. When it comes off, the new boots are inserted in shaft side.
 The person who the position where it locks compared to inserts to the inner part, the attachment of the joint becomes easy.
 Case the inner boots are exchanged, it pulls to the outer side which removes the joint and pulls out.

Assembly of outer joint



Putting the outer joint in the load wheel central hole, it raises, it inserts the shaft which inserted the C clip in the spline. Because the shaft stops being the clip, you push in the clip into the spline of joint side with the thin negative driver. Half the C clip which enters is held down with prudence of the shaft from above and does not come out.

When in this state joint outer circle is hit lightly with the plastic hammer, it enters with the □□□ to the inner part with the vibration.

The boots are shifted to fixed position, the grease of the specified level is inserted. It locks with the band of attachment.

The drive shaft is attached with the procedure of opposite, but you wash the spline part sufficiently. When inserting, in order not to damage the oil seal, please note. Inducing by the hand, it carries to the center of the hole.

If size is agreeable, it is possible to divert the boots for the domestic car.

When diverting the outer boots for the NISSAN Sunny to the TRS, it does the photograph with the thing.

(Genuine 3293.83 and interchangeability)



(C) Y Narabayashi

www.bx.citroen.org

Steering TECH GUIDE

Steering rack boots

⚠ The steering wheel rack & the boots the drive shaft boots and the like similarly are the consumable.

The dust cover of the rack gear is the role, but when it leaves, there are also times which the sand bites in the rack gear and is packed.

Usually in addition, when these boots have been cut off, vehicle inspection does not pass.

With the genuine factory manual only method with removing and re-installing and gear unit disassembly the rack itself there is statement, there is statement of exchange law even in the □ □ □.

This time the imitation item which is sold with the English ANDY SPARES was used.

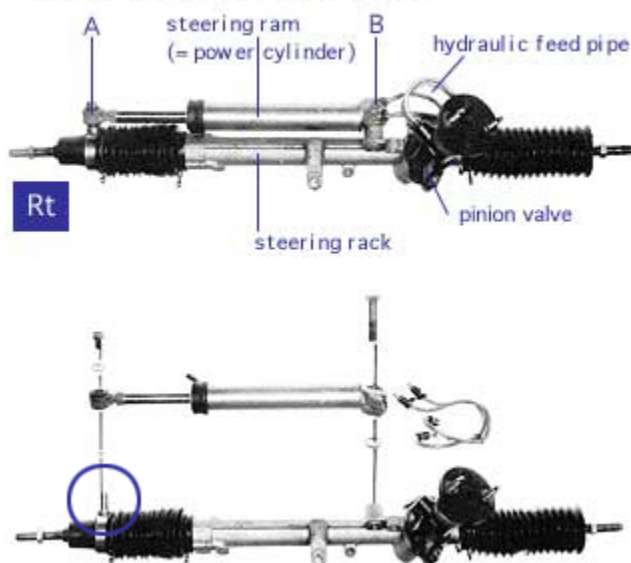
Because of the rubber make prolonging, to install it could do this product, this time tried the exchange with load.

Being to be lacking in elasticity in the resin make, it does, the installing part of the original □, but the repair part of the genuine part recently there is the report that the rubber make is supplied.

Part number:

- Right side: 95 496 072
Domestic standard price: 1.620 Circle
- The left side: 95 604 346
Domestic standard price: 5,690 Yen

Power assist steering: LHD model
steering rack, power cylinder, pinion valve



(Being something which processed □ □ □ □ edition SHOP

It is layout of the power assist equipped steering wheel rack. Because the steering wheel * ram (the power cylinder) it is arranged in the rear of the steering wheel rack, in order to exchange the boots of the right side, one time power cylinder must be removed. If the left side the tie rod is removed, it is possible to exchange the boots.

MANUAL it does the photograph)

Job really

- The front of the body is jacked-up, the rigid rack is used.
As for job because it becomes approach from the sub frame back, as for the rigid rack you set to raising a little. Please pay attention to stability sufficiently.
- The height lever is designated as lowest position, release volt/bolt of the pressure regulator is loosened about 1/2 revolutions and oil pressure is pulled out. The steering wheel several degrees the LHM inside the cut and the steering wheel * ram the □□□□ □□ is reset to largest position left and right. The muffler and the heat shield which is between the rack the disturbance when you remove.

Exchange job from now on states because procedure differs in left and right, separately.

The left side



On the left side it is necessary to remove the tie rod.

Because the axial joint section is the part which adjusts the toe, with the re-attachment it is necessary to lock at the same position. Because of this, first it is agreeable to the nut and the tie rod and the Axial Joint and attaches the mark. After that the lock nut is loosened.

The gear puller - and the like using the tie rod end, you remove. If the after the this, the whole tie rod is turned to anticlockwise, it is possible to remove.



The Axial Joint section which removes the tie rod.

The nut underneath is the lock nut. It is necessary to remove also the lock nut in insertion of the boots.

Not only the tie rod, it is agreeable also with the Axial Joint and attaches the mark.

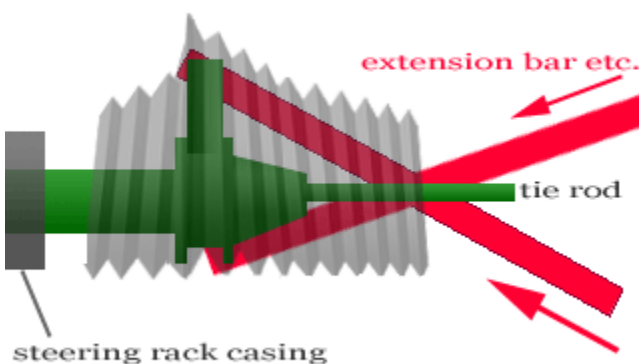
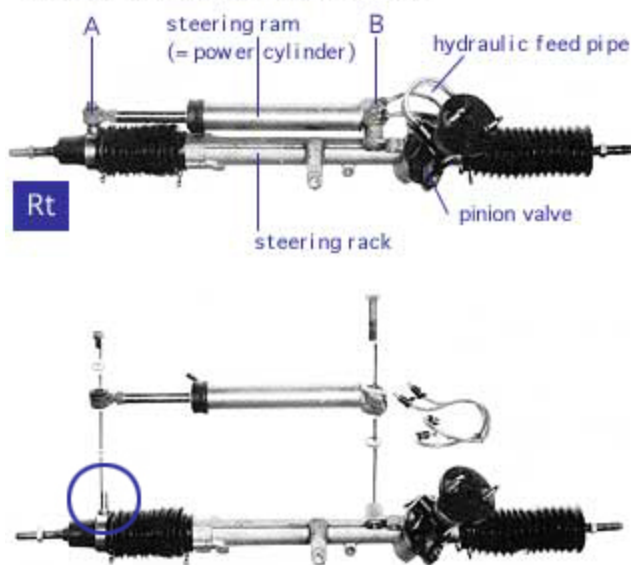
If the after the this, the clip of the wire which stops the boots is removed, it is possible to remove the old boots.

At the right side the steering wheel * ram (the power cylinder) you remove.

The case of the steering wheel rack * case and the steering wheel * ram is locked **with** the figure B section. The steering gear and the power cylinder are locked **with** volt/bolt with the figure A section.

Right side

Power assist steering: LHD model
steering rack, power cylinder, pinion valve



In the A section there to be projection in the rack gear, after as for one end of the steering wheel ram inserting in this, it is locked with volt/bolt. In other words, removing the steering wheel ram, the case where you exchange the boots it pulls the amount boots of this projection and must extend.

Furthermore, because at the right side inside diameter of the boots both ends is large, the tie rod just removes knuckle side it can do to insert.

It is actually arrangement. The feed pipe from the pinion valve is connected to the fixed volt/bolt B section, but by the fact that both volt/bolt is removed, you can obtain the degree of freedom which pulls out the A section from projection of the rack gear.

Because the power cylinder is kept with only elasticity of the feed pipe, applying unreasonable power, in order not to make the pipe deform, please note.

Largest obstacle is while prolonging the boots, to exceed the projection of the rack gear point. Being kind of to be various methods, it does, but while this time extending the extension bar (|) using the stick the way from inside, from inside it sent.

When there is a method of being good to in addition to by all means the professor.

It screws the both ends of the

boots with tie-up of attachment.

The section is resetted with the
procedure of opposite.

Does again closing the pressure
regulator not forgetting.

(C) Yohsuke NARABAYASHI

www.bx.citroen.org

STEERING Tech Guide

Steering wheel rattling

⚡ Abnormal play of steering wheel

In the steering wheel * wheel of the BX " it is shaky " when it occurs, that the bush underneath the steering column has begun to come off it can think. When turning the steering wheel, the sound which can be rubbed doing, when you pull to steering wheel your own one, when it becomes unable to rub, this bush has come off with considerable probability.

Because it is the important part in order to move the car, as for the one which does not have self-confidence at the repair shop you will exchange to the new item with the assembly. Matsuda ZZV0-32-100 (the shaft and the energy absorber) it becomes exchange.

The socket wrench of the 21mm, plus or the stick and the hammer of the □□□□□□□□ and the batten are necessary in simplicity repair. The □□□□□□□□ (it is proper name as an additional part, you think) it seems like the hose clamp, the □□□□□□ or the plastic latch belt you say, mono is necessary.



First, the steering wheel is removed. Pulling the pad of the steering wheel forward, you remove



This way you come off



The lock nut of the steering wheel is loosened. Please do not pull out the nut completely.

Supporting steering wheel lower part next with the foot, it pulls both sides forward and removes. The □

□□ and sound doing, when it comes out, the nut and the washer are taken, the steering wheel is removed.

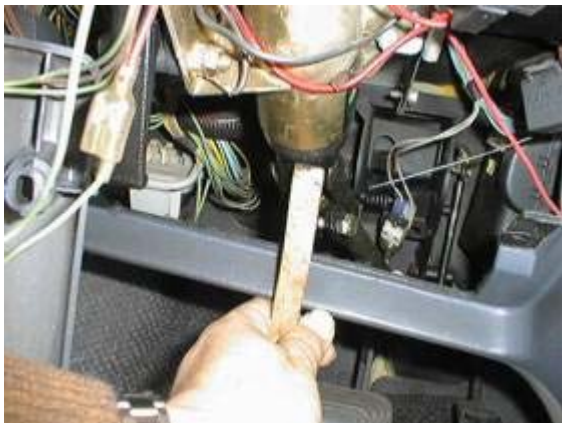


The cover of the steering column is removed. The plus thread or stopping with □□□□□□ 6, it increases.



From underneath the tube which the shaft is passing as for the rubber when it has protruded, as for diagnosis " it hits and " is.

The □□□□ occurs because the bush like this bearing comes off under.



The stick of the wood from under, hitting with the holding-up hammer, the □□ it is packed.



After pushing in, using the □□□□□□□, in order not to go down, it makes stopper. The photograph is before tightening the □□□□□□ □.

After several books stopping the □□□□□□□ in the one for going down prevention, assembling as before, end it is

(C) E.Takahashi
[Http://cava.citroen.org](http://cava.citroen.org)

www.bx.citroen.org

Steering Tech Guide

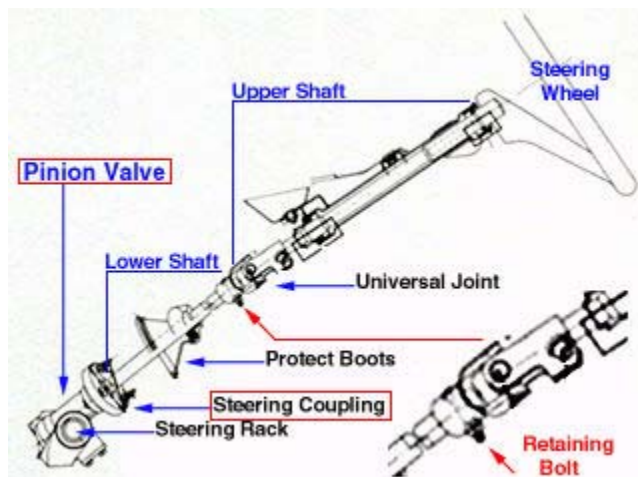
Approach to around pinion gear - 1

⚡ Layout and steering wheel * coupling of steering wheel * wheel - pinion gear

Steering wheel system of the BX with rack * and * pinion type, the control valve (the pinion valve) has adopted the power assist which it has for the pinion gear section.

The steering wheel * coupling is arranged between the steering shaft and the pinion valve. As for this the kick back with structure for lightening, it is the part which it deposited formed the rubber and the metal, but the rubber part is cut off by aged deterioration, there are times when steering wheel * feeling deteriorates considerably.

When steering wheel center - play becomes large in near, is cut off completely the steering wheel wander is the extent which moves even in stopped state.
Being fearful, it is not something which very comes being driving.



Was seen from side the layout figure which

It can divide the steering shaft in the universal joint section the middle.

The clamp which the fixed volt/bolt where the spline is cut on the lower shaft top, underneath the joint **is** (the ↑) puts the spline is tightened. When here is loosened, sliding / it is possible to separate the shaft of the top and bottom.

In order to remove the coupling and the pinion valve, moving the lower shaft to axial direction, equal to length amount of fixed volt/bolt you must make clearance.

In the past disassembled the steering column, but loosening the spline section of the shaft, it pulls up the lower shaft and if it removes the rubber boots of the part where the shaft penetrates the floor, it understood that job becomes easy.

Steering Coupling



Brand-new coupling

The left is pinion valve side.

The spline is cut inside clamping of Omega type.

The right it is the side which locks in the steering shaft.

Also the clamp and volt/bolt, it has arrived to the metal plate of the disk with caulking.



The rear of approximately 90.000km use
The lava -, the part had done being cut off completely, the □□□
□.

The clamp and volt/bolt are locked by each metal plate, the metal
pre- - To is locked to the cross in the center.

Job really

1. Lifting raising the front, it is good it applies.
Is good the one which was put on the sub frame is safe.
As for the BX because the emergency brake works before, the one which braces in the rear wheel is safe.

As for this job because access from front sub frame rear is necessary, as for the body it increases to raising. Please consider to stability sufficiently.

2. Sub deflection - clamp fixed volt/bolt of the pinion valve is removed from □ side.

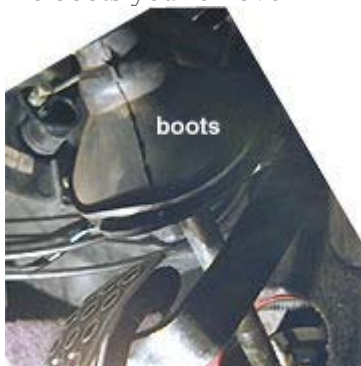


You remove volt/bolt from the clamp.
There being a notch in the shaft of the valve, when there is a volt/bolt, it does not come out.
As for the head of volt/bolt as for the hexa-, nut of the 6mm it is the 12mm.

When volt/bolt comes out, adjusting to the notch of the Omega type clamp, you attach the paint mark to the shaft of the valve.

When attaching when position deviates, the steering wheel does not face the front. Especially, the steering wheel being independent, it does not pass through the bobbin, correction is not effective on steering wheel side. I failed with example (the ^^);

3. The boots you remove



As for the floor and the shaft because it is not vertical, form of the boots is asymmetric. Before removing, unless the timing mark is attached to the floor and the boots, you are troubled to the alignment afterwards.

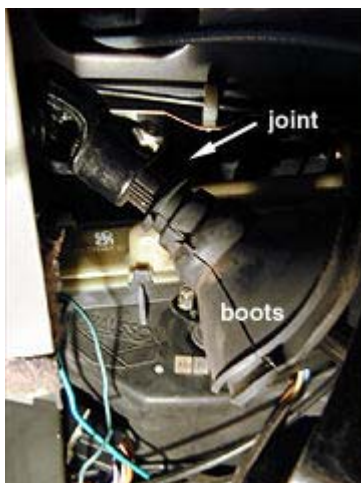
I failed again at the □ place (laughing).

In order it removes the floor carpet to crush the □ and the boots, grasping, it makes the opening, the □□ □ □ removes with the sharp driver and the like.

When coming off, pushing in from outside, it is good.

The hole of the floor probably is to be something which was made as the original □ service hole. It is large extremely, is.
Because fixed volt/bolt of the coupling / the shaft is visible on the other side of the hole, you remove from passenger compartment side.

4. It is under the joint between the top and bottom steering shaft, the clamp of the spline is loosened.



The lower shaft is made to slide on alongside the spline. With this, it can make the opening where volt/bolt length of the coupling is cleared.

The coupling is removed.

5. While adjusting the respective mark, you install the new part with the procedure of opposite and it is end.

(Job can do also pinion valve exchange, with the same approach.)

(C) K.Oku and the Y Narabayashi

www.bx.citroen.org

Sphere Specification

⬆ Setting of □□□□

Life of the hydro Ro pneumatic, as for the □□□□ which encloses the nitrogen gas the specifications differ every model.

With the sedan system, estate system, GTI system and 16v system of the TRS-TRI-TZI adjusting to the character of the respective model even in the BX, the □□□□ differs.

Then, you tried collecting concerning the specification of □□□□. As a supplement, clarification circumstance we publish also those of other car kind.

Being something which has not been ascertained it does, the blank in the chart, but it is schedule of sequential renewal.

Statement example (the *1 - please read the *5 in beginning)

		*1	*2		*3			*4	*5	
MODEL	F/R	Parts no.	- Eur -	Vol.	Bar	Orifice	Bound	Rebound	ValveNo	
Model name	Front	Rec.	Current part number	Current European part number	Capacity	Pressure	Orifice	Shrinkage side disk	Extension side disk	Valve number
		Old	Old part number	Old European part number	Capacity	Pressure	Pressure	Shrinkage side disk	Extension side disk	Valve number
	The rear	Rec.	Current part number	Current European part number	Capacity	Pressure	Orifice diameter	Shrinkage side disk	Extension side disk	Valve number
		Old	Old part number	Old European part number	Capacity	Pressure	Pressure	Shrinkage side disk	Extension side disk	Valve number

Notes *1-*5

***1 Recent and Old;** The suspension * □□□□ which differs respectively was used, when the introducing to Japan such as front of the TRS/TRI/TZI/TZS sedan, but here several years are standardized and it seems that the identical part is supplied. It publishes to the list in the range which also the original specifications understands. As for recent ones Rec. It states, but when there is no modification, you excluded the Old.

***2 Parts no. -JP - Eur;** With the BX there are times when part number differs in Europe and Japan even with the same □□□□. Because of this, order in the country with the JP and private import and the like becomes to use the part number of the Eur. But, old it is and in model it seems that thing of the same number is many in Japan and Europe, but the reason will not be distinct.

***3 Vol., Bar and Orifice;** With the specifications of the □□□□ which is known comparatively well, capacity, pressure and central orifice diameter are displayed. This numerical value is stated even in the catalog of the AndySpares and the like. Those which are close to the sphere which is used in the □□□□□□□□□□ and suspension et cetera of the 16v the 400cc, a little the ball of depth are the 500cc.

Bound and rebound; Setting of the disk valve which is the inside and outside the damper valve is displayed.

Have been attached inside the valve those which the bound: It is not visible usually on shrinkage side. As for the valve of extension side it is outside, it is possible to observe. Really disassembling the valve part, being something which it measures it does the numerical value here.

There are only present place 3 types in the valve plate. It seems that is set with this combination.

In order to simplify statement, like below you displayed.

Furthermore, the sign worshipping borrowing has done Iwase ones which are the pioneer of this field.

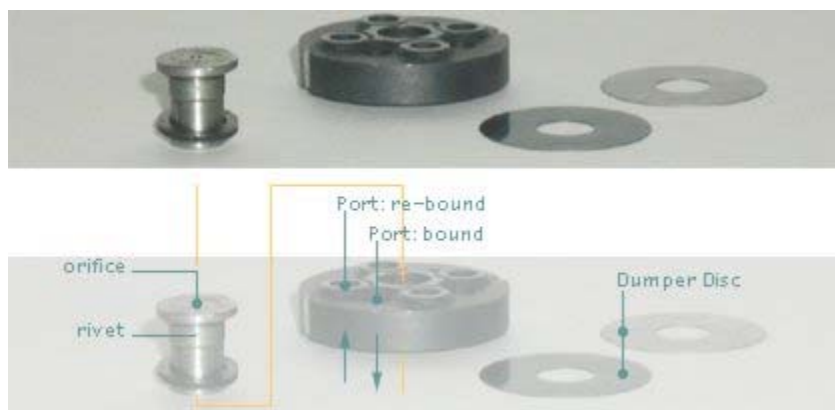
Diameter (mm) * thickness (mm)

A : 21mm*0.22mm

U : 21mm*0.165mm

US : 14mm*0.165mm

*4



Valve No; Two numbers it is stamped in orifice both side of the damper valve. It is thought as the thing where this displays the specification of valve, but it seems that is not something where the number directly displays the disk quantity and the like. If the number is the same, whether even with the □□□□ which differs the same valve the □□□□□, as for details at present time is unclear.

*5

BX

MODEL	F/R		Parts no. - JP	Parts no. - Eur	Vol.	Bar	Orifice	Bound	Rebound	Valve
TRS Saloon	F	Rec.	95 630 575	95 630 572	500	55	1.8	A*1 U*2	A*1 U*2	0-6
		Old	95 564 255	95 564 253	400	55	1.8	A*1 U*2	A*1 U*2	
	R	Rec.	95 564 975	95 564 974	400	40	1.1			2-5
MODEL	F/R		Parts no. - JP	Parts no. - Eur	Vol.	Bar	Orifice	Bound	Rebound	Valve
TRI/TZI Saloon	F	Rec.	95 630 575	95 630 572	500	55	1.8	A*1 U*2	A*1 U*2	0-6
		Old	95 636 831	95 630 610	400	55	1.65			
	R	Rec.	95 564 975	95 564 974	400	40	1.1			2-5
	F/R		Parts no. - JP	Parts no. -	Vol.					

MODEL	Eur				Bar	Orifice	Bound	Rebound	Valve	
TRS/TRI/ TZI Estate	F	Rec.	96 024 565	96 024 563	500	55	1.65	A*1 U*2	A*1 U*2	0-7
	R	Rec.	96 024 567	96 024 566	500	40	1.1			

MODEL	F/R		Parts no. - JP	Parts no. - Eur	Vol.	Bar	Orifice	Bound	Rebound	Valve
GTI	F	Rec.	96 024 569	96 024 568	400	55	1.4			
	R	Rec.	95 635 424	95 635 425	400	40	1.1			

MODEL	F/R		Parts no.	- Eur -	Vol.	Bar	Orifice	Bound	Rebound	Valve
1C\$6v	F	Rec.	96 087 641		400	45	1.25			4-6
		Old		90 068 903?	400	45	1.25			
	R	Rec.	96 087 642		400	30	0.7			
		Old		90 068 904?	400	30	0.7			

MODEL	F/R		Parts no.		Vol.	Bar	Orifice	Bound	Rebound	Valve
-	F		BX VA COMF		400	?	1.65 ?	A*3	A*3	-
-	R		BX hectare COMF		400	?	1.15 ?	A*3	A*3	-

Note: Because of the COMF series imitation item, the detailed specifications of pressure and the like are unclear.
 In addition, as for the orifice the tooth of the drill (as for diameter being make-up Ro meter, revision end)
 It is measurement of making use. Diameter * thickness of the disk valve being the same, hardness
 The genuine same it does not limit.

GS

MODEL	F/R		Parts no.	- Eur -	Vol.	Bar	Orifice	Bound	Rebound	Valve
GS/GSA	F	Rec.	75 515 065	75 515 065	400	55	1.8	US*1 U*2	US*1 U*2	0-3
	R	Rec.	95 633 879	95 633 879	400	35	1.1	A*1 U*2	A*1 U*2	2-5

CX

MODEL	F/R		Parts no.	- Eur -	Vol.	Bar	Orifice	Bound	Rebound	Valve
Saloon	F	Rec.	95 613 812	95 613 812	500	75	1.9			
Gti/turbo	F	Rec.	95 606 104	95 606 104	500	75	1.65			
All saloon	R	Rec.	95 606 143	95 606 143	500	40	1.25	US*1 U*3	US*1 U*3	0-8

(C) TISSO!

www.bx.citroen.org

Suspension
Maintenance
Menu

Suspension Repair Strategy

⚡ Rationalization of suspension

The weak point which " the smooth foot it turns with the software and and flat ", hydro with the BX

of the Ro *
Citroen riding with travelling deteriorating, it has an influence on riding comfort largely is several.

- It has an influence on travelling efficiency and riding comfort the point

1. Suspension * □□□□
2. front * suspension cylinder
3. rear * arm bearing
4. height
5. The front strut * upper mount
6. the lower ball joint tie rod ended
7. * ball joint stabilizer bush
8. sub frame mount bush
9. of the lower
10. * arm bush □□□□□

in
addition the vibration and 1. it comes from the engine * transmission
*

⚡ drive shaft -4. It is due to the deterioration of the section condition

- **Front strut**

It is the BX peculiar weak point which is not other car kind.

Top bearing wear of the suspension cylinder is cause.

General life 5-6 ten thousand kilometer

- At the time of increase travelling of the pressure
- the front and after the strange noise engine stop
- at the time of the height top and bottom the front being caught, height does not fall, the etc

- **rear arm bearing**

It is the hydro Ro Citroen peculiar weak point.

Deterioration * damage of the bearing which is the pivot section of the arm is cause.

General life 7 ten thousand kilometer

- At the time of increase travelling of the pressure
- the rear and after the negative camber engine stop
- of the strange noise rear tire
- at the time of the height top and bottom the rear being caught, height does not fall, the etc

- **suspension *** □□□□

The fact that the nitrogen gas inside the □□□□ comes out naturally is cause.
Spring rate increases.

- Riding comfort is hard. The pressure is strong.
- Decrease pitching
-

- **in stroke height**

Why there are times when it has deviated naturally.

When the height does not stabilize, adjustment not only defective, the height collector and Control link and cylinder seal, with rear brake valve

It is necessary also for breakdown to doubt.

- When it is too high,: When becomes hard depending upon the increase of spring
- rate and is too low: It hits to the bump rubber strongly, accompanies the bottom arriving impression

(C) the Y Narabayashi

- It is related the link □□□□ to

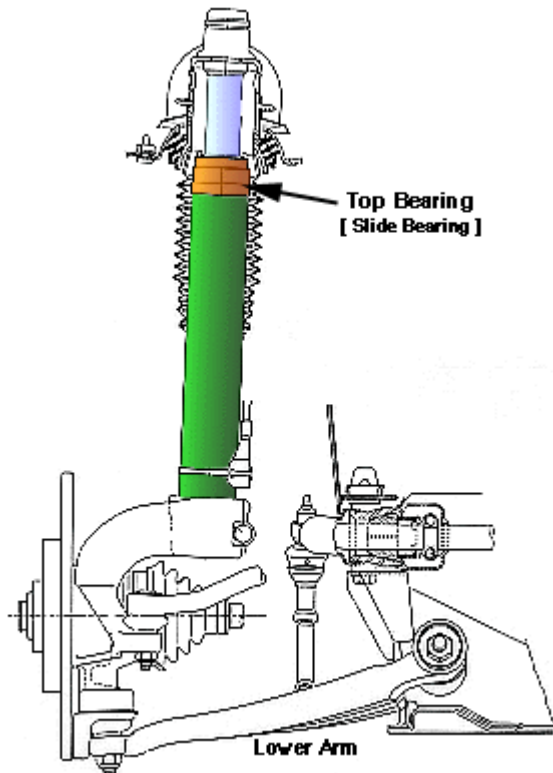
- the item which
- Front strut
- Rear arm bearing
- Height

www.bx.citroen.org

Suspension
Maintenance
MENU

Front Sutrut/ Sus.Cylinder

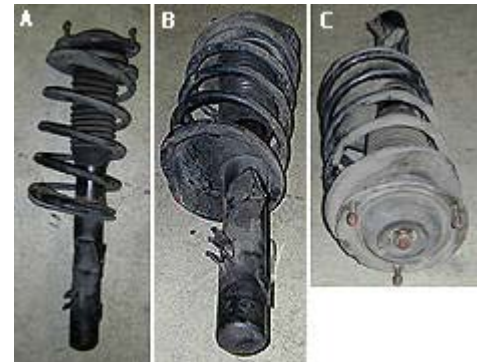
⚡ Front strut



⚡ Front suspension of the BX at hydro Ro pneumatic Citroen is the □□□□□□□□□□ type which is adopted for the first time. It is low, cost is the largest merit, but stress occurs in the top bearing of the strut case first section with the external force from tire direction, smooth of expansion and contraction the friction which is obstructed occurs.

In the model which uses the coil spring the strut axial

A: After the left strut -> front axial image
B: Similarly from the base
the C: With



strut of the hydro Ro pneumatic, the spring with respect to the structure this is largest fault of strut structure of the BX, as for me you think from above.

For friction decrease on sliding aspect of top bearing teflon?
With use coating defaces, potentiometer is the place where

transitory generally life 4 - 50000 kilometers you said by the fact that the movement of front suspension paints the silicon grease outside the cylinder.

⚡ It is due to front strut deterioration condition

When strut deteriorates, doing □□□□ exchange

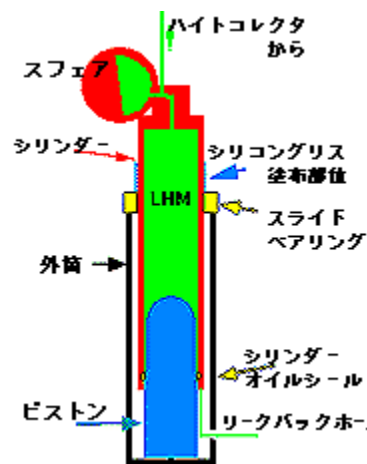
There are times when riding comfort is not improved and will be amazed.

There is a condition due to strut deterioration there is a common point.

- When picking up the small pressure, the □□□□ you say,
- when it has parked, when just the rear end
 - this time when it goes down the front bumper is pushed from above, when the after the this
 - it goes down with the □□□, several degrees you have pushed the case and the like
- of counterattacking the front and back which gradually the " □ □ □ □ " calls
- with the height top and bottom which becomes soft, the steering wheel where " the □□□ " and the vibration come out becomes
- heavy from the around the forefoot, the vibration which is made little by little the low-speed revolution rudder time comes out

When these conditions appear, strut is doubted.

⚡ Movement and front strut of LHM



It is the figure which shows the LHM has related somewhere of strut structure.

The barrel and the piston are not fixed, but when oil pressure is applied, the piston

as for these sliding parts the sliding bearing which shows with yellow / the cylinder and

the cylinder / the piston between the lubrication is always done with the LHM of high pressure, from here

the LHM does not reach in the sliding bearing part, the positive lubrication is not done.



When strut was disassembled.

The barrel link

rod

(with the stick which has gone into the piston, through this from the left, the barrel and the piston are connected)

as for

those where

it has been attached

the around

- the piston cylinder sliding bearing lock nut metal part, are the related part of the bump rubber
- 4. There is on a cylinder bottom the white part where details of the resin make

⤴ sliding block section item



New item of sliding bearing.

(->) Coating part.

Color is black, the crane crane like the teflon it is the feel which is done.

(->) The ring of the felt which is the top and bottom of coating.



After approximately 6 ten thousand kilometer using.

Coating peels off, brass color of the texture has come out.

When it touches, it is the feel which is done roughly. As for felt becoming dirty, deep-black.



Sliding part inside cylinder, oil seal between cylinder / piston.

The o-ring of the rubber, repeating the o-ring of the resin the inside that in the notch inside the cylinder, it is inserted.

Thickness moves, with about the 5mm pushing with the finger, becomes potensiometer with cannot think this itself.

Front is white the part where resin make sliding block.



As for new seal such a ones.

Damage of the seal becomes also cause of the front going down with internal leak.

Because it is the cheap part, the case of the OH the one which is exchanged is better, probably will be.

Job really [this way](#)

(C) Y Narabayashi

www.bx.citroen.org

Front Strut

- Concerning the structure of front strut please view this way. -

⤴ Removal and re-installation of front strut repair

- Parts List -

- F suspension cylinder (assembly): RP 95 650 942
- sliding bearings: 96 004 372
- cylinder seals: 95 597 221
- □□□□□□□□ sections O-Ring: 24 826 009
- leak back hoses: 95 622 818
- leak back hoses * color: RP 96 127 591

- stipulated torque -

- □□□□□□□□ * union (8mm nut): 0.8-0.9kgm
 - upper mount: 2kgm
 - □□□□□□□□: 25kgm
 - sliding bearing: 8kgm
 - □□□□□ side cylinder fixed volt/bolt: 7kgm
-

- removal -

1. Lifting raising the front, it is good it applies.

Is good the one which was put on the sub frame is safe.

As for the BX because the emergency brake works before, the one which braces in the rear wheel is safe.

The tire is removed with the height adjustment lever as a lowest position.

Raising suspension the whole front, you reset the LHM inside.

When job is started in state while it extends, the LHM of the considerable quantity remains inside the cylinder.

You think the person who prepares the extra LHM is good.



The □□□□ is removed with the filter wrench.



The joint of high pressure piping ([the ↓](#)), the clamp ([the ↑](#)),

installation bolt of the upper mount (**the ↑**) you remove.



It pulls the body side of the leak back hose and pulls out, the pivot clamp of the □□□□□ (**the ↓**) loosens.

5. First, upper mount side is removed, next □□□□□ side is pulled out. Grasping the barrel, it gets worse little by little in up and comes off.
Strut is removed.
6. The □□□□□□□□ it adjusts to the upper mount and acquires sign. It is necessary as a marker when re-attaching.
The fixed nut which is in the □□□□□□□□ top (the 36mm) you remove.
7. The head of the cylinder is hit lightly with the plastic hammer, the upper mount and the □□□□□□□□, the cylinder is disassembled.
As for the dust boots while it is attached to the upper mount, you remove from the barrel of strut.
The nut of ring condition of the cylinder top is removed.



Using the pipe wrench on opposing in the strut barrel, and the sliding bearing it turns.
It is necessary for the wrench to set the iron pipe of 1m rank in those of the 45cm, to extend.
When certain it loosens, it can turn by the hand.
It pulls the sliding bearing which you remove and pulls out.

9. It pulls out content with strut as upside-down, washes inside.
After the section item washing, painting the LHM, it assembles.
At the time of the new sliding bearing attachment, it loosens and paints the stop in the screw part.
Using the pipe wrench lastly, it screws.



The oil seal inside the cylinder is exchanged.
The rubber, the inside that (piston side) the teflon seal is inserted first.



The one which the oil seal which to the □□□□□□□ is (2) is exchanged is better, is.

The deterioration here becomes cause of oil leak from strut top.

12. Next, the □□□□□□□ the upper mount is installed in the cylinder.
This time, the hole which to the staple fiber □ □ □ □ included section inner part of the hole and the □□□□□□□ which is on cylinder top is is adjusted.
Here becomes the pathway of the LHM.

Inserting the round bar and the like of the 7mm, it positions, does the upper mount and the alignment of the □□□□□□□, locks with the nut of apex.

13. Strut inserting lower arm side first, after locking, extending the cylinder, locks on upper mount side.
The leak back hose is inserted in the pipe of body side.
14. High pressure piping and the □□□□ of the LHM are installed.
The seal of the joint of piping uses the new item if possible.
15. Attaching the tire, making the height rise and operation observing a leak it ends.

(C) Y Narabayashi

www.bx.citroen.org

Front Strut

- Concerning the structure of front strut please view this way. -

⤴ Removal and re-installation of front strut repair

- Parts List -

- F suspension cylinder (assembly): RP 95 650 942
- sliding bearings: 96 004 372
- cylinder seals: 95 597 221
- □□□□□□□□ sections O-Ring: 24 826 009
- leak back hoses: 95 622 818
- leak back hoses * color: RP 96 127 591

- stipulated torque -

- □□□□□□□□ * union (8mm nut): 0.8-0.9kgm
 - upper mount: 2kgm
 - □□□□□□□□: 25kgm
 - sliding bearing: 8kgm
 - □□□□□ side cylinder fixed volt/bolt: 7kgm
-

- removal -

1. Lifting raising the front, it is good it applies.

Is good the one which was put on the sub frame is safe.

As for the BX because the emergency brake works before, the one which braces in the rear wheel is safe.

The tire is removed with the height adjustment lever as a lowest position.

Raising suspension the whole front, you reset the LHM inside.

When job is started in state while it extends, the LHM of the considerable quantity remains inside the cylinder.

You think the person who prepares the extra LHM is good.



The □□□□ is removed with the filter wrench.



The joint of high pressure piping ([the ↓](#)), the clamp ([the ↑](#)),

installation bolt of the upper mount (**the ↑**) you remove.



It pulls the body side of the leak back hose and pulls out, the pivot clamp of the □□□□□ (**the ↓**) loosens.

5. First, upper mount side is removed, next □□□□□ side is pulled out. Grasping the barrel, it gets worse little by little in up and comes off.
Strut is removed.
6. The □□□□□□□□ it adjusts to the upper mount and acquires sign. It is necessary as a marker when re-attaching.
The fixed nut which is in the □□□□□□□□ top (the 36mm) you remove.
7. The head of the cylinder is hit lightly with the plastic hammer, the upper mount and the □□□□□□□□, the cylinder is disassembled.
As for the dust boots while it is attached to the upper mount, you remove from the barrel of strut.
The nut of ring condition of the cylinder top is removed.



Using the pipe wrench on opposing in the strut barrel, and the sliding bearing it turns.
It is necessary for the wrench to set the iron pipe of 1m rank in those of the 45cm, to extend.
When certain it loosens, it can turn by the hand.
It pulls the sliding bearing which you remove and pulls out.

9. It pulls out content with strut as upside-down, washes inside.
After the section item washing, painting the LHM, it assembles.
At the time of the new sliding bearing attachment, it loosens and paints the stop in the screw part.
Using the pipe wrench lastly, it screws.



The oil seal inside the cylinder is exchanged.
The rubber, the inside that (piston side) the teflon seal is inserted first.



The one which the oil seal which to the □□□□□□□ is (2) is exchanged is better, is.

The deterioration here becomes cause of oil leak from strut top.

12. Next, the □□□□□□□ the upper mount is installed in the cylinder.
This time, the hole which to the staple fiber □ □ □ □ included section inner part of the hole and the □□□□□□□ which is on cylinder top is is adjusted.
Here becomes the pathway of the LHM.

Inserting the round bar and the like of the 7mm, it positions, does the upper mount and the alignment of the □□□□□□□, locks with the nut of apex.

13. Strut inserting lower arm side first, after locking, extending the cylinder, locks on upper mount side.
The leak back hose is inserted in the pipe of body side.
14. High pressure piping and the □□□□ of the LHM are installed.
The seal of the joint of piping uses the new item if possible.
15. Attaching the tire, making the height rise and operation observing a leak it ends.

(C) Y Narabayashi

www.bx.citroen.org

SUSPENSION[Maintenance
Menu](#)**Rear Arm****⚡ Rear arm removal and re-installation and arm bearing exchange**

Including also the BX, the hydro Ro pneumatic Citroen rear suspension has adopted the trailing arm. As for the shaft of the arm through the roller bearing, it is the structure which is kept in the sub frame.

The successive hydro Ro model has adopted this bearing of everyone, but when it is it runs distance, mostly here becomes useless.

In Europe the " rear arm * repair kit " also those which become are supplied with the genuine part, are thought as the part whose recognition is high as a weak point.

The movement of the rear suspension becomes bad depending upon bearing damage, riding comfort deteriorates.

Sign of bearing damage doing

- The letter of Ha (negative * camber) the pressure the rear which is attached
- to strengthen in the rear tire, riding comfort
- with the deterioration height top and bottom metal sound (is various to the sound the □□□□ pulling □ □ way from the □□□□□□)
- Slowly, when pushing the rear whose it is many to become aware
- with the kind of scene which is stranded to the sidewalk after
- hard long time parking, the height the rear does not go down.
- When such a time you push from above, it goes down with the stone, (does also sound)

or more is condition from my experience.



Negative camber is attached the left foot of break
Travelling approximately 7.2 ten thousand kilometer

- The tool which this time is used -

- Torque wrench
 - of arm removal and re-installation-related
 - 24mm deep
 - socket 24mm
 - box wrench 13mm
 - socket spinner steering wheel 20kgf/m upper limit
(1/2 inch all inserting angles)

- The aqueduct tube KTC36mm
 - of the bearing removal and re-installation-related
 - 30cm (3/4) the socket
 - plastic hammer
 - metal hammer (degree of size halfway)
 - the No2 minus
 - driver small straw raincoat

bar/var exchange job are removal and re-installation of the rear arm and rearrangement of the bearing. In each case considerable strength game and the tool with 3/8 sockets power does not reach possibly.

- Removal of rear arm -

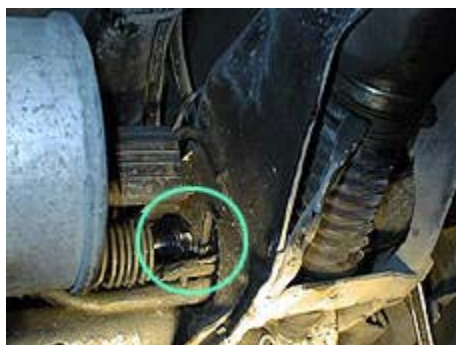
Job procedure: If the rear arm, the bracket of the stabilizer, the bracket and the brake caliper of the plastic of the pin and the brake fluid hose of the suspension cylinder - the thorn entrance section, removes the shaft lastly, you can remove.



First the bracket which locks the stabilizer in the arm (the 13mm*2 book), the pin which has stopped the suspension cylinder & piston rod and the arm is removed.



The brake fluid hose is removed the bracket and the brake caliper - the empty.



While the brake fluid hose becomes spiral, the nut of the shaft is removed from inside through the 24mm deep socket.

It pulls the shaft outside and pulls out.



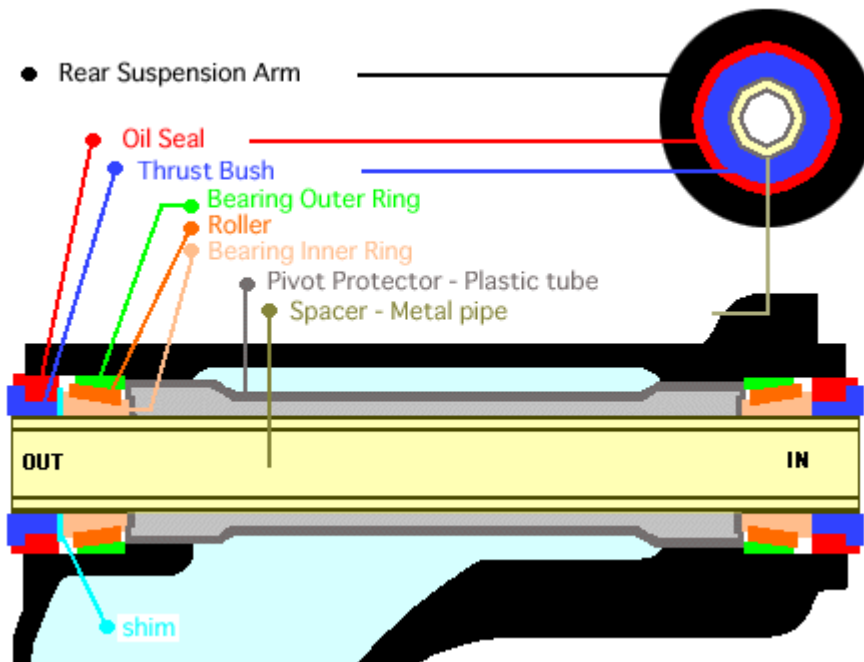
After shifting the whole arm a little in rear direction, 90 degrees it turns

forward.

That the brake line is not put, you note! This way, it pulls to body cross direction and pulls out. About 1/3 of the physical strength is consumed to here (laughing)

* As for the photograph the both hands being filled, because it could not photograph, the stock data was used.

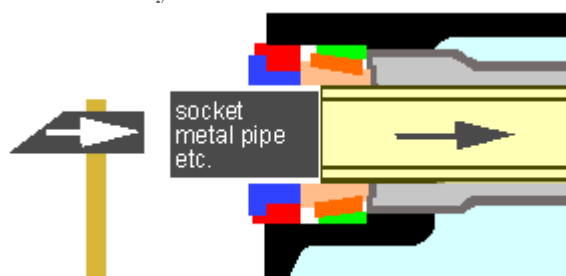
- Removal and re-installation of bearing -



First from structure of pivot part.

Concentric circle with respect to the right is the □□□□ which saw the pivot part from outside.

- Disassembly method -



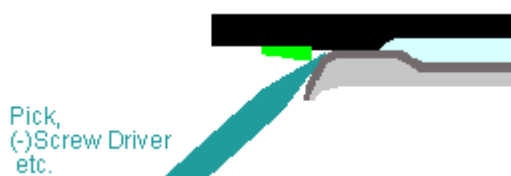
The suspension * spacer (the central metal pipe) it applies the scene and the like of the socket where diameter is agreeable, hammers.

Power does not need so. When the pipe comes out, the bearing bush, the roller bearing and the inner ring come out naturally.

In the car inside the bearing was lacking, the rose □, as for the edge of the inner ring the rust and would like to become attached disjointed spilled in the thing and and

simultaneous fell and was defeated.

Hooking the oil seal of the rubber make with the plier, and the like you remove.

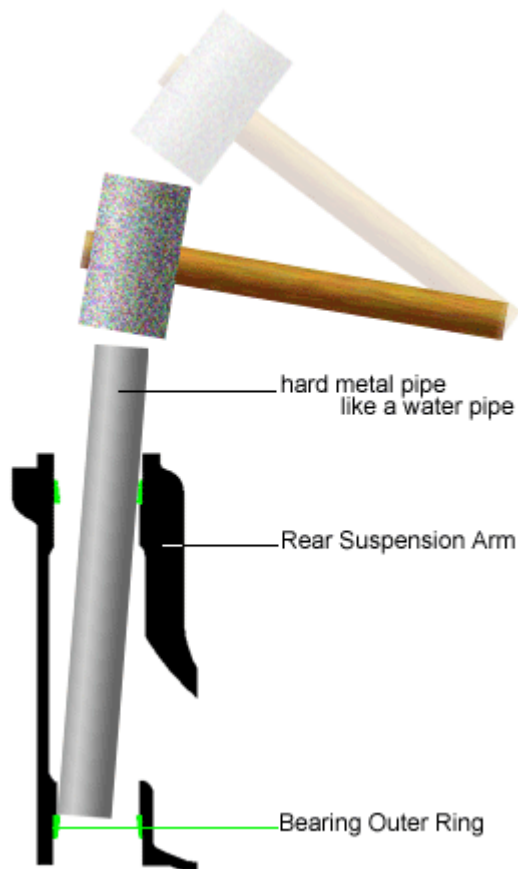


The seal protector (the plastic tube) you remove. This itself being not to have been broken, it does, but we are touching exactly with the outer ring and flush, the disturbance which removes the ring we become. Inserting the driver, and the like the tip of the sheath, in

It applies, cuts to far side and advances.

the space which was opened such as the bar/var

Lastly, the outer ring of the bearing which remains it starts hitting with the hard metal pipe and the like like the aqueduct tube. The edge of the pipe grinding a little, when it makes sharp, puts on the outer ring well.



With the CML you taught aqueduct tube method from the north rice field.

The bearing * puller which is tried in beginning - using rather than it was, preponderantly easy.



Component of pivot part

From above shaft, suspension * spacer

From the sublevel left bearing bush, oil seal and shim, inner ring + roller bearing, outer ring,

The tube where the lower position is black is the seal protector.



The outer ring which it starts hitting.

When inserting, when it paints the grease thin in the ring, hits lightly with the plastic hammer and the like it enters. When pulling

out, hardship seems like lie.

When it exceeds the entrance, the color in order to push in to the inner part - becomes necessary. This time the 36mm socket of the KTC was used. Entering to the step of the inner part of the tube, it stops.



When the outer ring enters both sides, the inner ring + bearing, the oil seal and the thrust bush are inserted the spacer (the metal pipe).

This is easy victory with the □□□□.

After inserting the oil seal into the bush, it hammers. Outer side being the inner ring and something where the shim enters between the bush, you do not forget the way.

When the one side enters, inserting the pipe in the arm, it unites also opposite side. Until the pipe and the bush become flush, you push in. The grease please raise the bearing sufficiently.

When uniting it rises, the arm is installed with the procedure of opposite.

Attachment torque of the shaft the 13kgf/m is appointment.

When installing in order not to break the brake line, please note.

You use the oil seal of the new pipe when installing the line, also bleed.

- Parts List -

() Inside per one side necessary quantity

- Arm bearing (2): 75 472 408
- seal protectors (1): RP 5179 12
- oil seals (2): 79 03 087 098

(C) the Y Narabayashi

www.bx.citroen.org

Suspension TECH GUIDE

Another guide for Height adjustment

To do height adjustment relatively easily it can do hydro Ro pneumatic suspension. But, height adjustment entering under the body, is job and, the " reference level " when the wheel has grounded has become the tread and to measure the distance between the sub frame. With the service manual for the dealer placing in 4 pillar lifts, the method of doing is stated, but just a little it is difficult generally, don't you think? is.

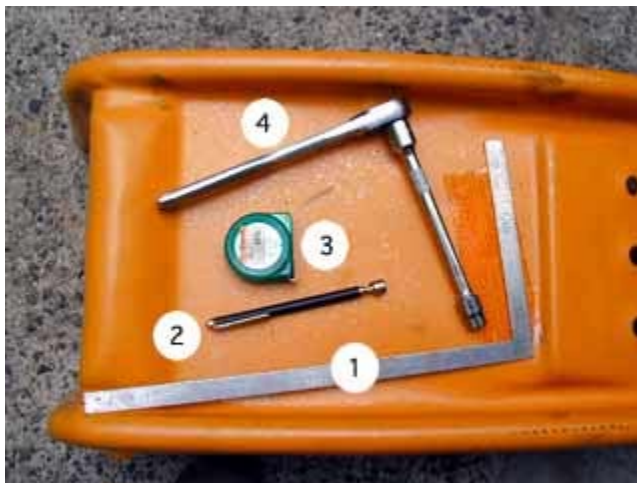
There is a car slope, while the wheel is made to ground as the instrument which can be entered under the body, but with this the tread and it is not possible to measure the distance between the sub frame. Then, making use of the car slope while, you tried doing the attempt which substitutes the measurement of reference level in the other part.

Because it is thought, there is a measurement error * individual difference in the latest value, please try measuring even by your own car.
We wait for the report.



This is the car slope.

At the tool store and the like it is sold for left and right set 1 ten thousand Yen or less. Putting on the land, it is the simple instrument which is stranded with the tire, but you think they are excellent ones which can be used even in oil exchange and simple inspection and the like not only height adjustment.



This time you used the instrument

1. Ruler of L letter
2. Magnetic type pickup tool
With the instrument which picks up the screw and the like which you dropped,
The magnet has been attached to the rod point of expansion and contraction type.
3. Winding shaku
4. When (adjusting the height, it is the wrench which is used)

And, the level land necessary is

It regards the height adjustment of the hydro Ro car, mini- knowledge

- Height automatic adjustment function has been attached to the hydro Ro car, but just, the car how doing, probably is to know your own height? Answering the rod which is installed in the stabilizer pushing the valve of the height collector with the change of angle, it opens and closes, sends the LHM to the cylinder and is done. It is truly simple mechanism. As for the stabilizer being linked to the top and bottom of the wheel, in order to turn, there is a fixed position relationship in the frame / the stabilizer / the axle.

*At the time of job, you install the tire of standard size, adjust in stipulated pneumatics.
The latest vehicle was tire size 1michellin MXT 165/70/14, pressure 2.1.*



Front:

First, the height reference level which with the level land is stated in the manual is measured. Height has become the front * sub frame underside and distance of the land.

Reference level of manual statement (with Matsuda and □□□□ verification)
160 +10 / -7mm

It does the photograph with those of the time of normal height, but there is a space which is measured sufficiently.



In this state, the load wheel upper edge and distance between the fender are measured.

When the tape and the like is pasted in the measurement point of fender side, it is good, probably will be.

In the latest vehicle it was in the relationship as in the chart.

	Sub frame So height	Fender - Between of wheel
Normal	150	175
High	235	262

In other words,

(Distance between fender - wheel) - approximately 25mm

It is thought the thing which " height " of that time is suitable.

The relationship of this generally is maintained even with hyposulfite G Shaun.

The # shoes being ugly, the □□□□□

With the rear the rear silencer - the sub frame which is before (those of tube condition) distance of the lowest section and the tire tread is made " height ".
Because of circular cross section,



measurement cannot do with the L type ruler well. Then, the magnetic equipped pickup tool was used. You attach the magnet to the sub frame, extend the rod and apply to the land. If this length is measured, it is good reason.

Reference level of manual statement (with Matsuda and □□□□ verification)
223 +10 / -7mm



When in the rear tire the height goes down, the wheel upper edge hides in the spats. Then, the wheel sill and distance between the fender were designated as standard.

	Sub frame So height	Fender - Between of wheel
Normal	221	356
High	307	442

In other words,
(Distance between fender - wheel) - approximately 135mm

It is thought the thing which " height " of that time is suitable.



Being stranded to the slope next, then you think, please adjust freely.

Concerning height tuning because there is a Factory M [of this & sight](#) cooperative [staff H](#) and an article which is good to the nal's garage, by all means reference.
(With this sight schedule of future publication)

(C) Yohsuke NARABAYASHI

www.bx.citroen.org

LHM External Leak

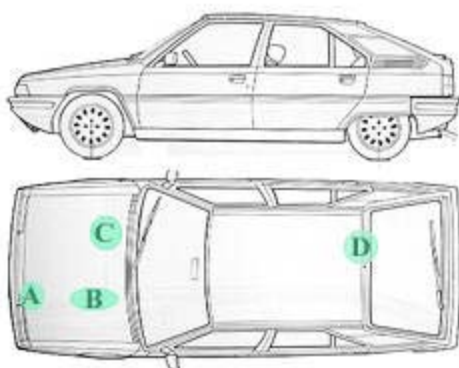
⚡ Understanding of a LHM leak

A treasure sword LHM leak of the hydro Ro pneumatic * Citroen transmission house is healthy even with the BX which has become PSA affiliation.

There is a warning lamp which shows the insufficiency or pressure decrease of the LHM quantity inside the meter cluster. As for insufficiency of the quantity the level gauge of the reservoir tank, as for pressure decrease each sensor is installed in the priority valve which is arranged in the front sub frame rear end.

When the quantity becomes insufficient, when the lamp tend and others □ and others point it starts coming with the right corner, 1.5-2l rank is the sign which has become insufficient.

As for a LHM leak high pressure type * low pressure type each one becomes cause.
Frequency is high relatively with the BX, a leak to become many shows the tend part in the figure.



⚡ It can designate **the blotch of the LHM as the land, the place**

(It limited the figure to the part of an important leak.)

A: Radiator rear, from center a little the left to approach

B: The rear of A

C: Sub frame rear, the right to approach

D: Intermediate silencer - rear

High pressure system

As for a leak of high pressure type a leak from the pipe seal section?, the oil ti of hydraulic block - Lu deterioration is cause.

		Cause	Region * feature of a leak	Measure
A	Flow distributor	1: Deterioration * looseness of pipe seal 2: Substance grommet seal deterioration	Front bumper rear, A little the left to approach	1: Seal increasing tightening * exchange 2: OH and exchange
B	Power steering * Control valve	Oil seal deterioration	1: With upper amount seal falling perpendicularly of valve 2: With lower part seal from inside rack To rack boots	OH and exchange
			Before: The sub frame rear end	

C	Height collector	Internal diaphragm deterioration	right to approach After: Rear silencer - front A continuous leak	OH and exchange
D				

Of course the high pressure pump, the pressure regulator, the priority valve, there are times when also a leak of the power-steering * ram and the brake valve itself and others occurs, but frequency is small, a leak which is classified into pipe seal system and return system in addition as a mechanism is the majority.

As for these, when replacement and the like is needed urgently from viewpoint of a leak, you think it is little.

Low pressure system

A leak of low pressure type is " return hose " type trouble.

While in a complicated way being entwined, when you look at the bundle of the hose which goes out to side of the engine, the head becomes true □ white, but system standing, when you understand, measure a little (is not easy, is, but... It becomes.

As for repair of the return hose it is not other than exchange to the new item or relay repairing.

Relay repair, it is the method of diverting the metal pipe and various oil-resistant hoses et cetera to the hose which is cut off.

If the return hose is roughly classified from the assembly, it is divided into 3 of oct pass type and high fluid return type and brake valve * return types.

⚡ Oct pass (gathering return hose) system

1. Height collector / pressure regulator / Priority valve * leak back system

The front * height collector section (C) from as for leak back hose * trouble, in oct pass system the leak quantity is most, is. As for system from the rear because the routing of the hose is loose as for frequency you think it is little.

If the engine is used, it leaks continuously, travelling failure is problem of time.

Because the LHM droops also a leak from the height collector itself continuously from the same place, you think at just the place identification of cause is difficult.

The pressure regulator (A) / the priority valve * return (B) , each of them via plastic piping from the rubber screen in oct pass is connected

The joint of the cap part and the □□ piping which stick to the nipple of block piping itself compared to (the Y form) from it seems that a leak is many.

2. Suspension cylinder * leak back system

Those where it is most are that the leak back hose of the suspension cylinder is cut off.

" It can recognize the kind of leak where the cat applied urine " mark inside the front tire.

Urgent characteristic it is

3. Air vent system

It does not leak

⚡ High pre- shear return system

1. Front * height collector * operational return

You do not hear excessive trouble, when (it leaks, **C**)

2. Rear * height collector * operational return

C : When the height is lowered, it gushes in large quantities with the spirit where the LHM which it tries probably to return to the reservoir is violent. It is the extent where the oil smoking stands. From the rear * height collector to the front sub frame it arranges pipe with the metal pipe, but while becoming the rubber hose the ahead this, bending it is thought as cause that it travels.

3. **Return from power-steering * control valve**

B : It is the rubber piping which runs between the engine / the transmission to front and back. Here in the good departure section of crack, becomes cause of a continuous and abundant leak.

4. **Flow distributor - empty return**

B : Thick rubber piping is the part which is connected to the metal pipe. As for a mass leak you have not heard, but it seems that the vehicle which is always blotted is many.

5. Rarely, Lee the - the □ - there are times when the part where 3 hoses flow together in near is cut off, (the bellows part)

⚡ **Brake valve * return system**

If you know, there is no car which is fractured.

A leak in the part where it sticks to block seems a certain way.

With the 16v it seems that also the ABS is related, but there is no detailed trouble case.

It is personal opinion, but it is **the impression whose** it is many for coping where as for a leak with especially B and C the quantity is many, is quick to be necessary.

(C) Y Narabayashi

Related item

- [Flow distributor - overhaul](#)
- [Overhaul of power-steering * control valve](#)
- [Understanding of return hose repair](#)

It has planned structure

- [of the related item power steering which](#)
- [Flow distributor - structure](#)
- [Return hose original attempt](#)

www.bx.citroen.org

Return Hoses

⚡ Understanding of return hose

Functional classification

When the return hose is classified from function, it is divided below.

1. Leak back * return

It leaks from the oil seal of the cylinder and each hydraulic block and it resets the LHM which comes out.

Pressure is not high excessively, but, it is flowing out from height collector system continuously.

2. Operational * return

Attendant upon the operation of hydraulic block, the LHM which is discharged is reset.

When lowering the height, when the direction which cuts system and the power steering which return the height collector by way of changes and the like, the system and the like which is discharged from the power cylinder corresponds.

The mass LHM flows attendant upon the operation of each hydraulic block, in return system most becomes high pressure.

Wall thickness the thing is used also the hose.

3. Ventilation

It is the system which lets escape the allobar inside the cylinder or cylinder boots which it occurs attendant upon the expansion and contraction of the suspension cylinder.

Structural classification

When the return hose of the BX is classified from the assembly, it is divided into three systems below.

1. Oct pass (alias): Gathering type return hose

Three systems below are the hose which the mediation bull is done.

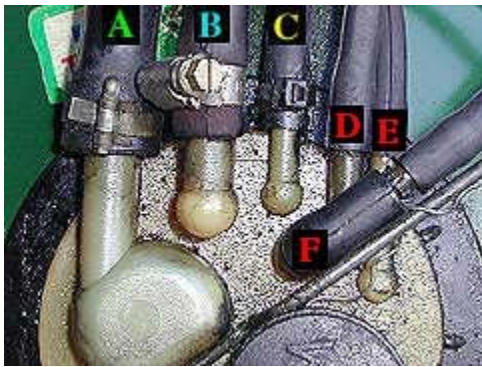
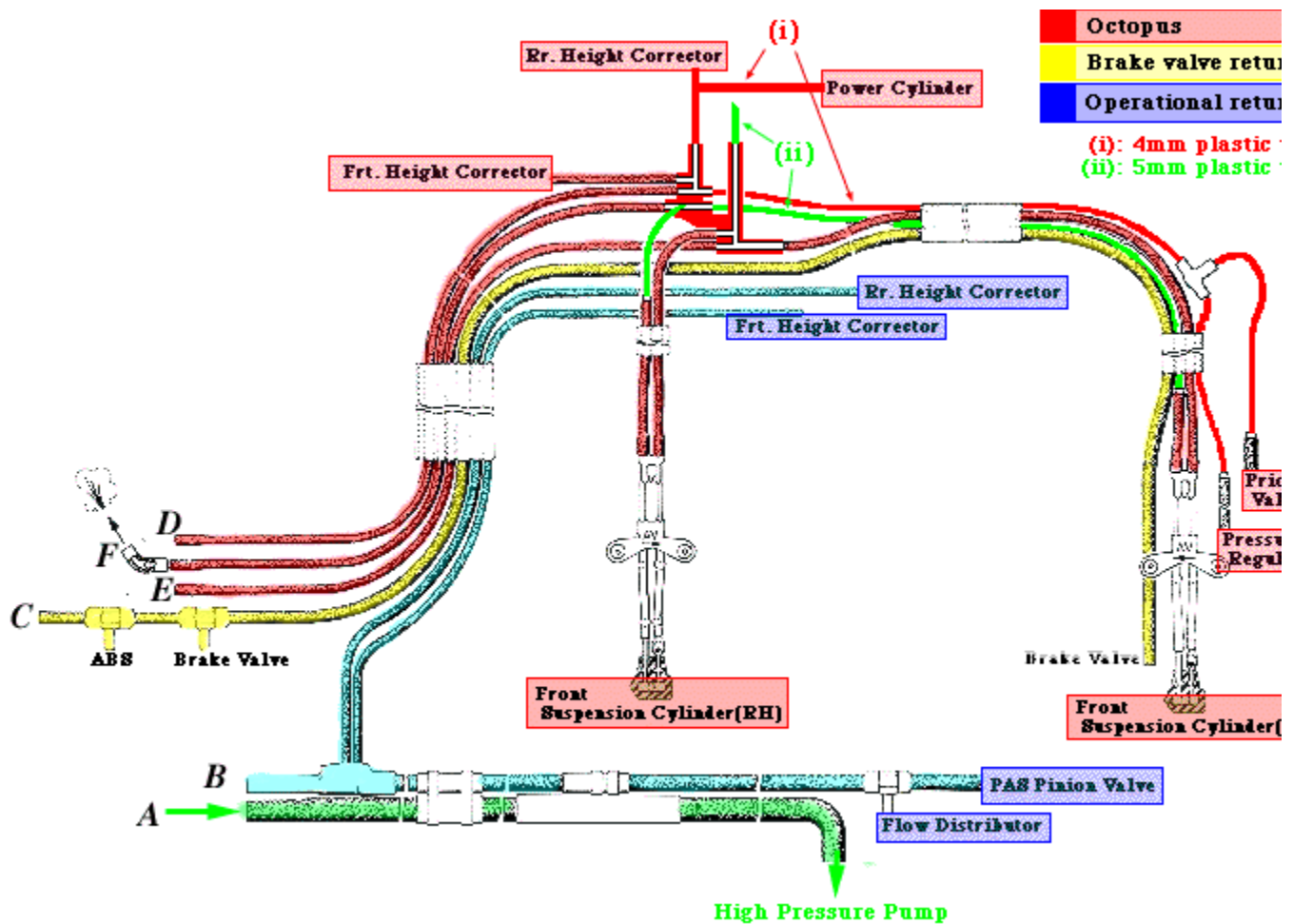
- Approximately height collector, pressure regulator, leak back from power cylinder and priority valve
- Approximately leak back from suspension cylinder
- Ventilation of front suspension cylinder

2. Brake valve * return

It is the leak back * return from the brake valve.

3. Operational * return (high fluid return)

Approximately the height collector, the power-steering * control valve and the flow distributor - it is the empty operational * return.



Hose A in the upper figure - the F in pipe is connected A of the reservoir cap - the F.

Suction hose: It for starts drawing to the □□□□ and it is the hose.

Operational * return

brake valve * return

oct pass: Hydraulic block type

oct pass: Front suspension cylinder

oct pass: Arrangement by

↗ air ventilation actual car

Oct pass and brake valve * return



Brake valve * return (C) and oct pass (D - F) from reservoir tank engine side to rear around,



Being something which photographed the engine / the vehicle which lowered the transmission it does the photograph.
(Cooperation: Automatic shop * carol)

It falls alongside the engine compartment side wall.
(White ↓ the left)

The fuselage station of oct pass (later description) it is under the height collector.

You connect to the leak back and the ventilation of the right suspension cylinder with the direction which returns from the oct pass body.

Also the brake valve return passes under the height collector, the hose from oct pass left side and the poly tube (the central white ↑) passes by inside together.

The brake valve and the priority valve, the pressure regulator, you connect the hoses which come out of the tube in the sub frame left edge to the left suspension cylinder.

Operational * return



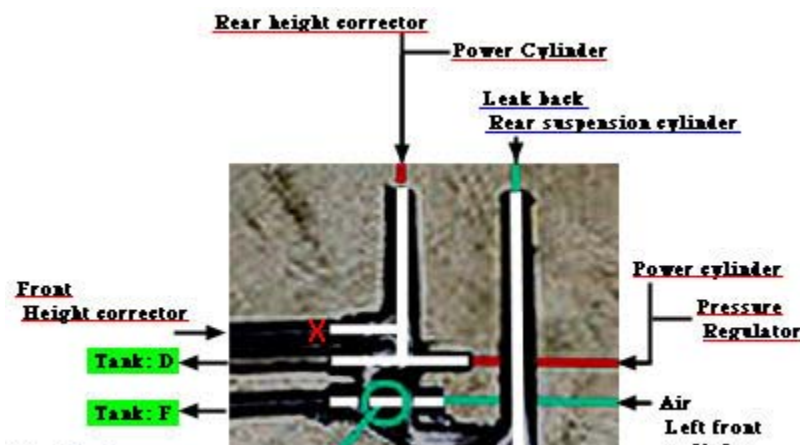
The operational return (A) with the suction hose travels to before the engine.

2 hoses which in the white ↓ section flow together from under before and are from the height collector of rear.

After near the flow distributor diverging in 2, it is connected to each flow distributor and the power-steering * control valve. Piping to steering wheel system travels under the engine / the transmission.

There are all visible regions, there is no great hardship in exchange.

⚡ In oct pass being attached



Aforementioned way as for oct pass,

Approximately height collector, pressure regulator, leak back from power cylinder and priority valve
Approximately leak back from suspension cylinder
Ventilation of front suspension cylinder

It consists.

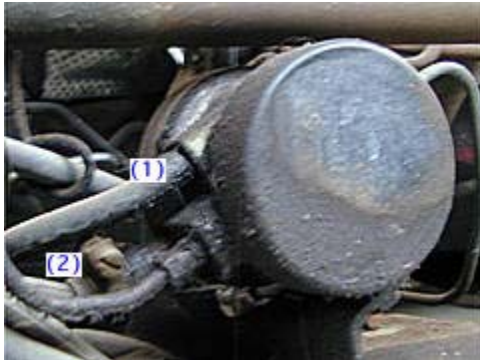
The white line of the photograph shows the passage inside.

With the kind of structure which connects three passages with the rubber, separating each system, functioning it does.

As for the part which shows with red as for the part of the 4mm and blue green the plastic tube of the 5mm sticks, has been connected to each part.

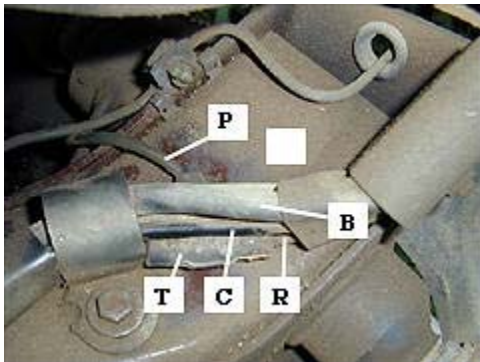
Those where it is easiest to be cut off are the part which shows **with** the X with oct pass.

Reversing on, in order to connect to the front * height collector, crack is easy to occur in the part of basis, continuously leaks. It is the part which repair the □ and others □, most is troubled with destination.



2 return hoses have been connected to the front height collector.

[1] of the photographs is the leak back hose of oct pass type.
[2] The person who has stopped with the hose clamp is the operational return, but as for this way as for why being cut off little it will be, is.



The plastic tube of the 4mm which comes to sub frame left side during two clamps, T type joy in To of the rubber make [diverges at T,] the priority valve [P], the pressure regulator [each faces to R].

[C] The leak back of the left suspension cylinder, [B] it is the brake valve return.



Priority valve

There is a front sub frame left rear end.

In the rubber screen which to the edge is, description above [the plastic tube of P] has been connected.

⚡ Brake valve * return



Oct pass system and after travelling together, the brake valve (the ↓) to it faces to **the sub** frame left edge.

Using the genuine part, when you exchange the return hose, as for oct pass and the brake valve * return the one which is exchanged simultaneously as for job becomes easy.
The original □ it just replaces hose exchange to the place where it has stuck, but the height collector and the drive shaft disturbing, considerably it becomes troublesome job.

There is experience, if was, you think the method which pulled out the right drive shaft is better.

(C) Y Narabayashi

www.bx.citroen.org

Main Accumulator

⚡ Exchange of main * accumulator

As for exchange job of the main * accumulator so they are not difficult forcing ones, but With the BX some difficulty is accompanied with the model.

When the TRI (the sedan) / the TRS is designated as standard,

1. the break model from now on the GTI / the TRI the oil pan of the engine is large.
-> When it is the thick wrench, it interferes. Belt type is used.
2. (Perhaps) in the model to the '87, there is a frame condition structure from under the truth of the pressure * regulator to the sub frame rear section, high pressure piping is supported to both sides.
-> Is in advance the removal necessary.

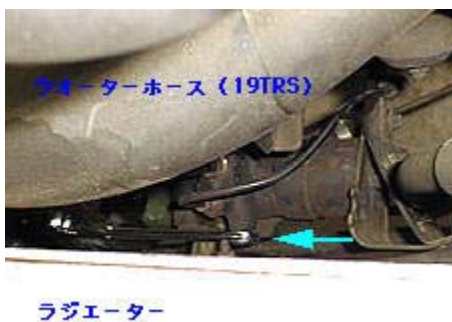
In addition, when it is hard screwed at the previous exchange time, in the wrench of the cloth metallurgy being attached belt being hard, there are times when it does not come off.

Such time you use the chain wrench, if the handle hitting little by little with the hammer, you come off, but in case of above-mentioned 1. when the chain does not enter, it is.

After all, to loosen the mount volt/bolt of the regulator, after raising the substance, there is also a case which used the wrench.

Job procedure

1. Lifting raising the front, it is good it applies.
Is good the one which was put on the sub frame is safe.
As for the BX because the emergency brake works before, the one which braces in the rear wheel is safe.
2. The bleeding screw of the pressure regulator (<-) it loosens, (about 1/2 revolutions).



Pressure of main type comes out with this.

As for the photograph with approach from bonnet top in the screw the wrench (the 12mm) when you applied.

As the head floats a little from the regulator itself, the volt/bolt which is visible is the bleeding screw.

When it is the injection model, it is serious with the hose the duct to thrust the hand.

3. The height adjustment lever is turned to lowest position.



The car front rising, becomes attitude of the □□□□.
Being at the point where front rises, it enters under.

The hose of the air conditioner (**the ↑**) the disturbance when, the clamp of the hose is removed.



It loosens the □□□□□□□□□□ with the wrench, removes.



First after the mount part (the ↓) **inserting** the o-ring of the seal, you install the ball.

The LHM the small quantity is painted in the o-ring.

If it is accustomed, it is sufficient with the hand tightening, but because power is difficult to make beginning, just it is possible to tighten a little with the wrench, probably will be.

6. You verify whether it tightens the bleeding screw, uses the engine and there is no leak.
The quantity of the LHM is verified with gauge.

The □□□□□ does not operate after the exchange job, occasionally there are times when the height does not rise.
This time while the engine will be used, opening and closing the bleeding screw.

Hydro
Pneumatic
[Maintenance](#)
[Menu](#)

Flow

⤴ Flow distributor - overhaul

The flow * distributor of the BX - (the or less FD) it is the typical part which causes a LHM leak. The place where a leak is caused at the majority, cause is deterioration of rubber make o-ring from the grommet of left and right 4 places.

To be quickest it is secure to change into the new item, but and it leaks at 4 - 5 ten thousand km. Here you tried doing the overhaul which squeezes the mark to oil leak measure.

As for removal and re-installation from the car of the FD itself please refer to this way.

⤴ Job really

Such as point of caution

- It cleans near the FD itself and the especially grommet carefully.
 - The rose as for the procedure which is done not forgetting under any condition. As for direction of piston of especially inside carefully.
- Writing on the figure is good fortune.



The FD and the OH kit which you remove.

Procedure

1. First among four grommets which have stopped with the C ring, the removal most obstacle will challenge to the part.

Just here the spring not being effective, just pushes the grommet is dented with the finger.



- i. The pick - it starts digging the C ring with the driver.



- ii. It starts digging, the C ring in.

When it can remove the ring, entrance 5mm rank applying the 1000th paper, to become dirty, removing the rust and the like.

Unless this is done, you suffer hardship to pulling out the future grommet.



- iii. Pounding in the grommet which removes the C ring, to the board and the like of the wood with it comes out smoothly little by little. When the head is visible, grasping with the plier, while turning to left and right a little, when it pulls, it comes out.

Here first cleaning with the paper is effective. Trying probably to push out with the driver, and the like it meaning that the filter is running to side, being to be impossible, patience please pull easily and well pull out.



2. Because the grommet of other three places the spring has been effective in inside, while pushing in with the big driver and the like, you remove the C ring.

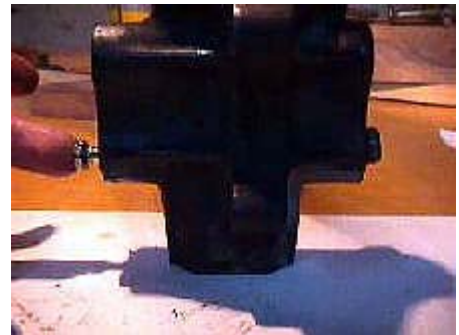
The C, ring can do fairing afterwards and, because the new item has entered into the kit, becoming deformed a little, all right.

Damage is not done inside the cylinder boldly.



3. Because 2 places the grommet it springs out by power of the spring, grasping with the plier, and the like it removes.

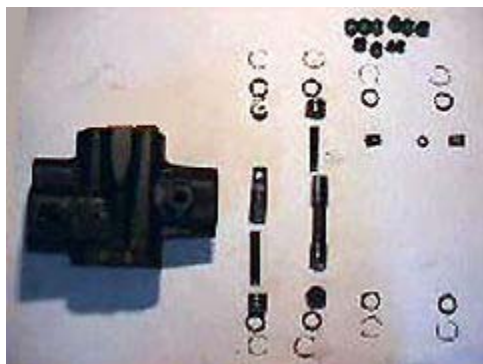
Looking the cylinder, 1 place where the other side has been visible comes out if you push with the thin driver and the like.



If originally looking from the direction to which the pipe has stuck here, at the point where the orifice has entered and being to exchange the filter inside the opposite side, it does, but as for this FD holding down inside (the part which 1

becomes step narrow) it was not the screw of the □□□□□ and was the pipe of pressing in type.

To screw in many, because it is formula, turning, you exchange the filter which inside is.



The left: The FD itself which removes inside.

In: The grommet and the piston and the spring which it removes.

The right: Content of OH kit.

The FD itself after cleanly making wash and making dry, it attaches the O- ring of the grommet in the new item.

When the rust has appeared in the cylinder inside, carrying off lightly with the 1000th paper.

Because with " Piccard " and so on it polishes the piston, you will avoid the fact that the paper is applied. While

painting the LHM in all parts, you recommend the attachment.

Way " absolutely " direction of the piston, you do not make a mistake in the position of the spring this time,!

Among 4 holes, the O- ring which is small to also the inner part of the middle lower position has entered, but if it is not leaking, the one which is not removed is better, is. The amount of oil where as for here when in the part where the only adjustment is necessary with the FD, you make a mistake in adjustment power steering stops being effective, to the □□□□□ goes becomes insufficient, times when cutoff it cannot do are.



When you remove by any means, verifying, the marking it did with the punch, and the like no rotary □ □ □ it is was equal to the same amount screws securely, locks with the lock nut outside.

It uses the engine lastly, does a leak and the operation verification of power steering and ends.

-> Removal and re-installation method of FD

⚡ You used the tool

When you hold down with the C clamp with respect to the left, it meaning that job is easy, it does, the grommet where the spring has been effective, but this time making a mistake, because you buy the item of the 75mm (the ^); You could not use.



⤴ You use the OH kit which

Genuine products turn: 95 669 034 (reference price: 7.000 Yen)



(C) Y Furukawa

www.bx.citroen.org



Under engine / transmission,
Approximately clamp 2 of the pipes which it runs place

5. The joint part of the piping 5 it sticks to the FD is removed.
2 above leave when the nut is loosened completely, without pulling out the pipe, putting.
The body left approaching is connected the pressure regulator, because it is " the J ' letter pipe, it is possible to remove these both ends, probably will be.
6. Piping 3 under the FD is removed.
Removing the main ball, it is the place to see from under.



Piping 3 under is removed, (**the** ↓ : 12mm and ↓ : 9mm).

7. 2 volts/bolts which lock the FD (the 11mm) you remove.
While shaking the filter itself which, it does when it moves to under, it passes through as many as 2 pipes above.
The substance is removed.
8. It attaches with the procedure of opposite.
The new oil seal is used in the joint part.
9. The □□□□□□□□ is installed, the bleeding screw is tightened.
It uses the engine, does a leak and the operation verification of power steering and ends.



Part number (package statement)
ZZV0-32-H00B (Matsuda): 34.800 Circle
4024 01 1 (genuine part number)

(C) *Y Narabayashi*

www.bx.citroen.org

HydroPneumatic Tech Guide

HP belt Tensioner adjustment

⚡ HP belt * tensioner - hint of adjustment

The high pressure pump driving belt of the hydro Ro pneumatic (below, the HP belt) tension adjustment very was serious job. The long bar/var is used, the SST is produced even with the special shop and/or well enough it seems that suffers hardship.

The tensioner - moving by hand, being to adjust, it does, but because is the place where this extends far back, there is high pressure piping and the like around it is the part which uses the nerve. I used the bar/var and the like, but being to be taught good method from S of the CML member including strange method and the like while you tried trying.

Be able to work with this method from on all bonnets, it is not necessary to remove the cover inside the tire and the fender. It is the simple method where you can use even in the car which stays down with destination and the belt being cut off et cetera.

* The 16v, in the Diesel model position of the pump differs from the photograph.



This time you used the tool

From upper tier

17mm combination * wrench (spanner)
(The ↑ 2 the one which was used is convenient)
13mm deep offset * wrench
17mm angular long nut

⚡ Job really



When the alternator - * stay the transmission □ □ it goes under, the HP belt * tensioner - square in order to adjust it is and projection is visible.

When the tensioner - at portion of the bracket, using the bar/var and the like, hooking here, the □ □ □ it increases this. As for winding the □ □ □ with next door piping from the high pressure pump. When it breaks with savage job, whether it meets to the serious eye afterwards, the □ □ □ □ □.

As understood with the photograph, around is the narrow place.



Well, from here with the method of teaching, it was the egg of the □□□□□ for me.

This square it is and the stay width is the 17mm. Applying the spanner here, it pulls forward, it is possible to adjust tension. There was no either part where opposite side of the wrench the part of the tube of the radiator (the sub tank), becomes the kind of position which parallels, interferes at the time of job.



Because it understood, that you can adjust with this tool, this time fixed volt/bolt of the bracket is loosened.

As for volt/bolt the □ of HP - Lee - there is on a side, the tensioner - is categorized to the top and bottom. As for the photograph with those above, as for volt/bolt under the tensioner - it has become the fulcrum of the bracket. These 2 are loosened.



Those where it participates next are the deep offset * wrench of the 13mm.

As for volt/bolt because there is immediately a side of the pulley, in the level wrench interfering, it is serious to loosen. Job is possible with as many as 3/8 speeder handle + socket, but because there is a deep position length is not enough and suffers hardship in operation.

This time the offset of the 25mm and the box wrench which has the handle of the 27cm (13 uniting 17) you used, but operating efficiency was preminent.

⤴ Furthermore pleasantly option for the person who wants (laughing)



The case of tension adjustment, because the handle is short, power applies the 17mm spanner and is a □ leprosy case. With the nut in order to connect all the screw sticks, it can purchase the long nut of the photograph at mostly foam/home center. This it extended in the fulcrum combining two wrenches.



□ It can increase the long nut in the glasses part of two wrenches.



This time like the photograph acquiring angle, you tried using.
Because the reach is long, it can apply power.

As for the wrench extending, when you use, the mouth opening, there are also times when it is broken.

You think the person who prepares cheap ones in exclusive use is good.

(This time with it is the combination * wrench of 340 Yen which purchase " the STRAIGHT ".)

You have instructed several methods to in addition to.
Looking at snapping, you think we would like to introduce.
Thank you.

(C) Y Narabayashi

www.bx.citroen.org

Brake system Tech Guide

Front Brake Caliper

⚡ Front * brake caliper - structure

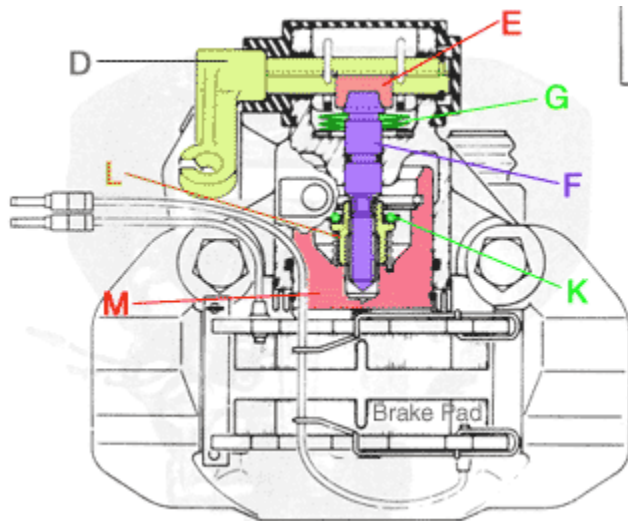
As for hydro Ro pneumatic * Citroen from now on the DS all emergency brakes work on the front. The height goes down after the engine stop, it is thought as the reason that the rear tire backs up.

With the hydro Ro model from now on the BX the mechanism which adjusts the effectiveness of the emergency brake automatically is installed the caliper -. As for this it is the structure which even by the domestic car is adopted with the rear brake and the like.

Overhaul is possible, but the SST (the special tool) becomes necessary in the assembly.

Because of this, with this manuscript it stopped in statement of structure. If you can utilize as a reference material, it is fortunate.

By the factory manual the structural drawing

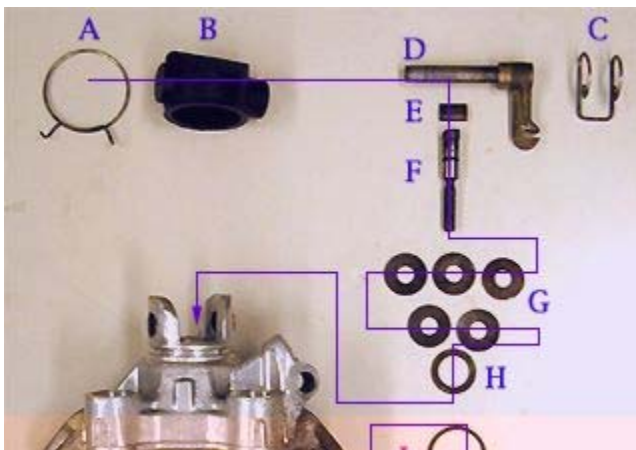


Please refer to also the figure under concerning the sign.

When the lever (D) is pulled with the wire, the tappet (E) through, the screw shaft (F) is pushed, the piston (M) pushes to the pad. When the wire is cancelled, the shaft (F) it returns to original position the spring washer (G) with.

When the pad decreases, the socket nut (L) turns, effectiveness of the emergency brake is adjusted the screw shaft (F) with by the screw.

Actually detailed drawing

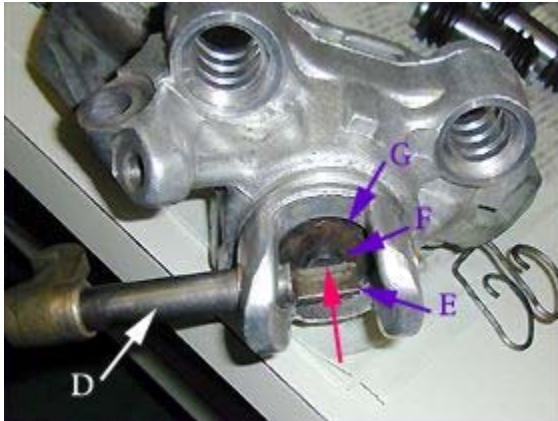


As for upper half of the photograph the lever - side, as for lower half it becomes insertion from disk side.

Boots clip
Boots
Spring
Emergency brake & lever
Tappet
Screw shaft
Return spring & washer
Washer

- J. Thrust washer
- K. Thrust bearing
- L. Socket nut
- M. Brake piston
- N. Piston seal
- O. Boots
- P. Caliper - * sliding pin

I. Retainer - * spring



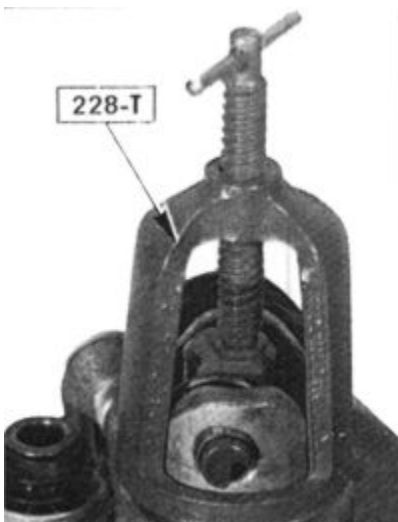
The caliper of this type - the OH to do, it is necessary pushing in the screw shaft to the case of the attachment making use of the SST.

While the spring washer (G) with the head of the shaft (F) holding down simultaneously, the tappet (E), the lever (D) inserting from side.

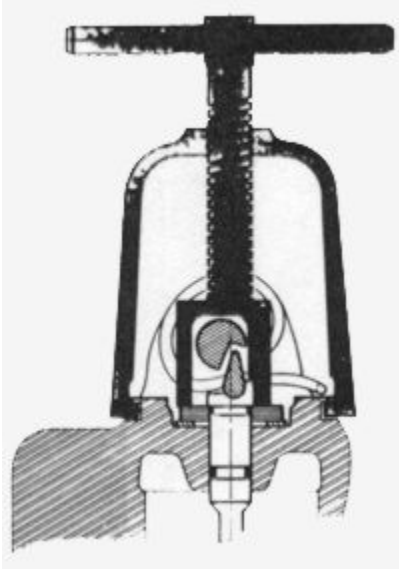


Enlarged view

The part which is visible in half moon type is the head of the shaft.



The genuine SST (228-T) is prepared. It seems that is some which can be diverted to the SST for the NISSAN car, but type turn at present is unclear.



Applications of SST.

(C) J.Hara and the Y Narabayashi

www.bx.citroen.org

Front Brake

⚡ Front wheel brake * pad and rotor exchange

General statement

The brake of the BX has become 4 wheel disk & the brake. Basic structure is all the models common, but as for just the 16v the front wheel becomes the ventilation type disk and the Teves make ABS (4 sensor channel 3 systems) is equipped.

The anterior caliper is one pushing system. The worn sensor has been attached to the pad, when it decreases, with respect to the right of the revolution indicator the lamp of the orange the point □ way it has become, but there to be many times when it has been disconnected midway, excessively being not to become applying, main point note.

Also the hand brake has been attached on front wheel side. Because the rear suspension is the full * trailing * arm, after turning off the engine, gradually oil pressure inside the suspension * cylinder coming out, when the height goes down, in order the rear wheel with respect to structure the direction where the wheel base extends (after) to try it will be plugged and to move, because the hand brake has been attached to the rear wheel with to obstruct this movement, excessive load falls on suspension, is.

Rear wheel side the small caliper has been attached partly due to the fact that the loads are few. But, is the opposition system where why the structure cost is required.

Brake oil pressure has utilized the oil pressure of the hydro Ro pneumatic directly. As for the front wheel from the main * □□□□□□□□, as for the rear wheel passing by the brake valve from oil pressure of suspension of rear, it is led. With this setting up, the braking effort distribution which responds to the rear wheel load is done, prevents the lock.

Brake piping has become 2 systems before and after unlike usual X piping.

Necessary part



Brake * pad
ZZV1-33-2C8z



Brake & rotor
ZZV4-33-251 < 16v > ,

ZZW0-33-251 < other things >

Exchange of brake * pad

1. Lifting raising the front, it is good it applies.
Is good the one which was put on the sub frame is safe.
It braces in the rear wheel, cancels the emergency brake.
The front tire is removed.
In order to prevent foreign material mixture, being the part cleaner and the like you wash around the caliper well.
2. The cord/code of the worn sensor is pulled out from the coupler. From the coupler until the body because cord/code length is short, this has been cut off sometimes. To all the way, cutting, in order to be all right, it succeeds and the one which is added is good, probably will be.

The pad is locked with the plate vis-a-vis the caliper. It passes through to this plate and for stopping it meaning that the split pin is put, it pulls out with the □□□□ and the like.

The clip which is produced with the wire which has been attached to the pad is removed.
It pulls the plate forward and pulls out.
The pad is pulled out in circumferential direction.



3. The front * caliper does not return pushing being to be hand brake built-in.

Being to be a notch in the edge, the square bar it applies there, when □ clockwise, the piston which has extended keeps shrinking.



It meaning that the new pad enters (clearance of the 1mm) to should have shortened ideal, it does, but there is a place where the thin groove is cut on side in the notch.

The place where it has this groove is reset in order for horizontality and the small groove to be above.



4. The pad is installed.
Projection has been attached to the back * plate in the pad for piston side.
Inserting this projection into the groove of the piston, it is the case that it turns and stops.



Inserting, setting the clip in the pad in the specified hole, you install the worn sensor in the caliper. It passes the cord/code of the sensor to the hole and the like of the clip securely.
The pad fixed plate inserting, the split pin is set.

5. The □□□ re-is installed. Using the engine, you step on the brake, remove clearance.
Especially, when the rotor is not replaced, while per pad does not come out, being to be times when effectiveness is bad after the exchanging for a while the person who pays attention to the cars between the distance is good, probably will be.
6. Pulling the hand brake all the way, if it is 12 - 15 notched rank, it is the OK. So if is not, the □□□ is adjusted.

Exchange of brake & rotor

Usually, when it is a little wear, grinding, being to use, it does, but in case of the BX, part price is very cheap only the rotor, when the person who exchanges (the 16v is excluded) to thing partly due, is good is more, probably will be.

1. Jack * it raises and removes the □□□.
2. Using the hand brake, the rotor fixed screw (the □□□□□□) it loosens.
3. The brake * pad is removed.
4. The rotor fixed screw is removed.
5. The rotor is removed. There are also times when it has adhered to the hub.
6. You install the new rotor, lock with the screw.
7. Installing the brake * pad and the □□□, end.



(C) H Suyama

www.bx.citroen.org

REAR BRAKE
[Maintenance](#)
[Menu](#)

Rear Brake propellant-actuated device

⚡ Exchange of rear * brake pad

The rear * brake pad it is little with call the wear in comparison with the front, it decreases, calling, touch of the pedal becomes bad.

The brake is the preservation part. Licking, way it does not start.

- Parts List -

Rear * brake pad (all the model commonness)

- Genuine number: 95 650 873 (LISTE 9606)
- MAZDA part number: ZZV5-26-251

- job procedure -

1. Being made to lift raising the rear, it is good, you apply.
 If it is not to be able to use the impact wrench, beforehand wheel * volt/bolt is loosened.



The rear tire is removed.
 Volt/bolt of the arrow is loosened with the wrench of the 8mm, the cover is removed.



If you remove the 8mm nut and the washer of reverse side, pull the volt/bolt of the 8mm that way and pull out the spring comes off. Remember the position and direction of the spring.
 It pulls out the pad once here, cleans with the brake * cleaner.
 Furthermore the LHM 1,2 drops is dropped in the seal section of the caliper - * piston.



You insert the again old pad, grasp the pad with the water * plier, keep pushing in the caliper - * piston.
 Because the rear * caliper of the BX - it is the opposition piston, when one side is pushed in, it meaning that already one side comes out, when you push in one side, pulling out the old pad, if you insert the new pad and after that push in the piston of opposite side it is good, probably will be. In addition, if the piston the pulling □ is not packed easily, is a possibility the

caliper - * seal having deteriorated. The caliper - the OH is necessary.
Furthermore, if the kappa grease is painted on the surface per piston of reverse side of the pad, it is perfect.

5. When the spring is set, while pushing in this, it keeps inserting the bolt of the 8mm.
If the cover is installed and the nut is tightened, it is end.
6. Installing the tire, when you lower the car, starting the engine, the brake & the pedal several operation and it be sure pushes out the caliper - * piston.

(C) H.Miura

www.bx.citroen.org

Brake system

TECH GUIDE

Brake hose replace

⚠ The brake hose oil pressure of the hydraulic system the brake caliper - is the important part which is conveyed.

In the front brake as for metal piping from the brake valve it is connected by the rubber make hose inside the fender, the caliper - to with is connected. The other hoses similarly with secular * distance it advances the deterioration of the hose. Expanding, when it reaches the point where pressure escapes deterioration of brake feeling it does to come.

Part number: 95 494 973

Domestic standard price: 5,440 Yen /1



Exchange the vehicle which does is the 19TZI Break of 90 year register. Travelling approximately 40,000km is little, is, but already 10 years it has elapsed.

Early braking foot pressure strengthens sweet, * midway there was a condition such that. There is no improvement even with the air.

Because of this whether the brake valve it doubted the brake hose as cause, because deterioration of the hose is discovered in inspection, it exchanged.

Exchange of the brake hose keeps removing the part with the order of the A-B-C.

A: Joint of metal piping

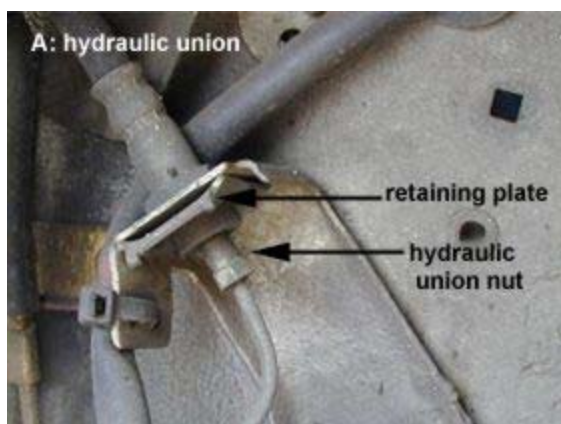
B: Stops the brake hose in the stay the rubber bush which

C: Brake hose and caliper - joint



Metal piping is removed from the brake hose.

Similarly, the oil seal of macaroni type has entered in with the other hydraulic * union. After removing the nut, when piping is difficult to



come out, little by little it is dense with metallic conduit the whole, the way, you remove.

The plate which holds down the brake hose next is removed. Because it just is inserted, gripping with the vise, and the like while shaking, it pulls forward and pulls out.



Also the rubber bush which has stopped the brake hose of the stay just is inserted. It pushes out with the driver and the like.



The caliper - the part is removed lastly.

The correct screw (the 14mm) is, but there is no oil seal.

You install the new brake hose with the procedure of opposite, the caliper - bleed from the bleeding screw. With the manual " after pulling out the pressure of the pressure regulator, using the engine, it bleeds ", it is, but when it is this method, in regard to experience the LHM does not flow out. Because of this pressure of main type without release doing has done the air, but it seems that is not problem.

Supplement: Of rear brake to bleed

Because pressure of the rear suspension is utilized, the air where pressure does not catch cannot do rear brake system.



The control vehicle high, being to be possible and and to be possible and and, it does, but really unless the rear wheel of the one side is made to install with the height as highest the LHM does not come out.

Like the photograph it places the one side of the jacking-up point in the rigid rack, the height while using the engine, with as maximum it does.



In the brake of the hydro Ro pneumatic like the normal brake it bleeds with 2 people, it is not necessary ☐ to be able to increase the one-way valve.

(C) Yohsuke NARABAYASHI
www.bx.citroen.org

Interior
Tech Guide

DOOR Inner Trim Window Regulator

⚡ Door lining and removal and re-installation of window * regulator

Door lining of the BX is fixed quite simply, it is not special structure.

The lining removing the door glass, is necessary to the case of repair around the door lock, but it is the part where unexpected and payment increase.

The window regulator of the BX is pantograph system, but it becomes the cause the tightening of the glass becoming bad depending upon aged deterioration. The □□□ which used the wire - the □ - secret is required for removal and re-installation a little than formula.



This time job in the vehicle which does, the door glass rear top becomes slanted, securely does not close. When opening and closing operation is repeated near the top, the opening quickly and it becomes small. In addition, when the glass rises, when there is the vibration like the gear, shakes the glass at intermediate position there was an abnormal play.

At the time of this kind of condition the window regulator is doubted.



Method of removing the door lining:

First, the glass most is lowered to under.

The door-lock * knob (**the ↓**) you remove.

When 3 screws (the ↑) you remove, you can remove the elbow applying part.

It does not have to removing the doorknob.



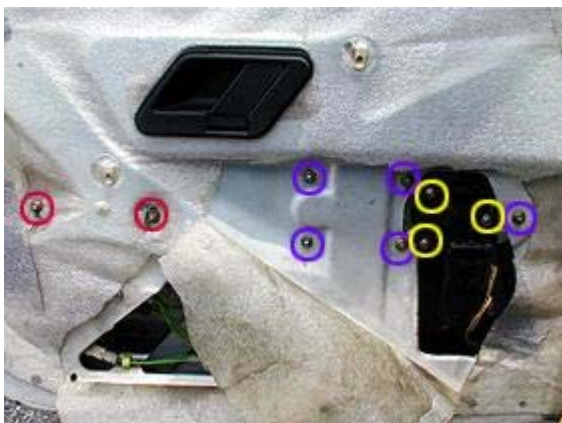
Consequently, the model where the hand regulation knob of the door mirror has been attached (->) with, the handle part of the plastic of the knob and the ring of the plastic around are removed.

The screw which is under the mirror and during the speaker cover is removed.

As for the power window switch as for the necessity to remove it is not.

If it pulls around upholstering a little in this state, the fastener & the pin are visible from the opening which floats. If possible, you use the tool for the lining removing, in order not to snap the pin, you pull prudently and pull out, raise the whole up.

When lining comes off, the power window switch, wiring of the automatic lock and the speaker et cetera is removed in the coupler part.



When lining is removed.

The seat is stretched inside the door, for job no place is necessary to tear. Case of me, leaving one side alongside the hole, it cuts. After the ending it is necessary again to stick.

It is after cutting, it does the photograph with the thing, but

□□□□□□□□ - □ - fixed nut (0),

Guide rail fixed nut for position adjustment (0),

Opening and closing motor fixed nut (0)

Is visible.

With the photograph, as for the motor it has come off already.



The fixed nut is pushed in with the feeling which drops all removing, the regulator and the guide rail inside one time door.

After that, making the bearing which is from the rail which is under the glass to the edge of the regulator slide you remove.

Pulling the rubber make weather strip outside, you remove, from the opening pull the glass on and pull out.



It can turn the window regulator in the door, but volts/bolts and the like interfering to the removal, intelligence it becomes ring-shaped purposely.

The variety turning to the direction like the result and the photograph which are tried it removed.



Window regulator

On the center which is enclosed with circle it is the fulcrum where the respective arm turns, but as for fixing the soft metal is caulked. In the collection of data car the caulking here spreading, it loosened, big abnormal play had appeared in the movement of the arm.

In the past, caulking comes off with the Renault truck which has the same structure, there is the experience where the glass falls off.

It can caulk the original part it is hit to correct.

In addition, the spring of spring condition enters into the part of circle of the right side. It is thought as the thing which holds down the vibration when opening and closing but in order (laughing) to fall off by all means attendant upon removal and re-installation operation, to tell the truth direction of correct installation is unclear. This time when lifting the glass, you installed to the direction which winds the spring, but for the present opening and closing is smooth. Correct information the one which is knowing is saved when you can inform.



This way is the guide rail for positioning adjustment (with the □□□□ the runner channel). Removal and re-installation is simple.

It attaches being to be good being the procedure of opposite,, but when removing, how it is not and because the rose □ □ it comes off, structure does not understand enough.

When you make a mistake in order, you suffer hardship needlessly.

Because below is the method of trying trying, please try referring.

Attachment procedure

1. Before the attaching, the grease is painted thin in the rail of glass lower part and the liner channel.
2. The window regulator inside the door you insert
3. The glass from above you insert
4. The weather strip you install
5. You raise the glass from the bottom of the door a little, you insert into the guide rail which is on front and back inside the door.
6. The roller of the regulator is inserted in the rail under the glass.
7. You insert volt/bolt of the regulator in the hole for fixing, temporarily lock.
8. The rail of the liner channel is inserted from the hole the back, volt/bolt is temporarily locked.
9. The motor is installed.

10. Connecting the coupler, you operate the power window, close the glass.
11. Liner channel anterior fixed volt/bolt is moved when it is closed, closing condition is adjusted.
When position is decided, all nuts are tightened.

(C) Y, Narabayashi

www.bx.citroen.org