






Chapter 7 Part B: Automatic transmission

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Degrees of difficulty

| | | | | | | | | | |
|--|---|---|---|---|---|--|---|---|---|
| Easy , suitable for novice with little experience |  | Fairly easy , suitable for beginner with some experience |  | Fairly difficult , suitable for competent DIY mechanic |  | Difficult , suitable for experienced DIY mechanic |  | Very difficult , suitable for expert DIY or professional |  |
|--|---|---|---|---|---|--|---|---|---|

Specifications

General

| | |
|-------------------------|--|
| Type. | Automatic, four forward speeds and reverse |
| Designation. | 4HP14 |
| Transmission code: | |
| 1580 cc models. | GZ 56 |
| 1761 cc models. | GZ 58 |
| 1905 cc models. | GZ 55 |

Ratios

| | |
|-----------------------|-----------|
| 1st. | 2.415 : 1 |
| 2nd. | 1.370 : 1 |
| 3rd. | 1.000 : 1 |
| 4th. | 0.739 : 1 |
| Reverse. | 2.833 : 1 |
| Final drive: | |
| GZ 55 and 56. | 3.666 : 1 |
| GZ 58. | 3.824 : 1 |

Lubrication

| | |
|----------------------------|--------------------|
| Recommended fluid. | Dexron II type ATF |
| Capacity (approximate): | |
| From dry. | 6.2 litres |
| Drain and refill. | 2.4 litres |

Torque wrench settings

| | Nm | lbf ft |
|---|----|--------|
| Selector cable fixings: | | |
| Outer cable locknuts. | 10 | 7 |
| Mounting bracket-to-transmission bolts. | 20 | 15 |
| Cable-to-mounting bracket screws. | 10 | 7 |
| Selector lever retaining nuts. | 7 | 5 |
| Transmission selector lever retaining nut. | 30 | 22 |
| Fluid cooler centre bolt. | 50 | 36 |
| Left-hand engine/transmission mounting: | | |
| Mounting bracket-to-body bolts. | 25 | 18 |
| Mounting stud. | 50 | 37 |
| Centre nut. | 80 | 59 |
| Engine-to-transmission unit securing bolts. | 40 | 30 |
| Torque converter-to-driveplate bolts. | 35 | 26 |
| Dipstick tube-to-sump union nut. | 45 | 33 |

1 General information

Some models covered in this manual have a four-speed fully-automatic transmission, consisting of a torque converter, an epicyclic geartrain, and hydraulically-operated clutches and brakes (**see illustration**).

The torque converter provides a fluid coupling between engine and transmission, which acts as an automatic clutch, and also provides a degree of torque multiplication when accelerating.

The epicyclic geartrain provides either of the four forward or one reverse gear ratios, according to which of its component parts are held stationary or allowed to turn. The components of the geartrain are held or released by brakes and clutches which are activated by a hydraulic control unit. A fluid pump within the transmission provides the necessary hydraulic pressure to operate the brakes and clutches.

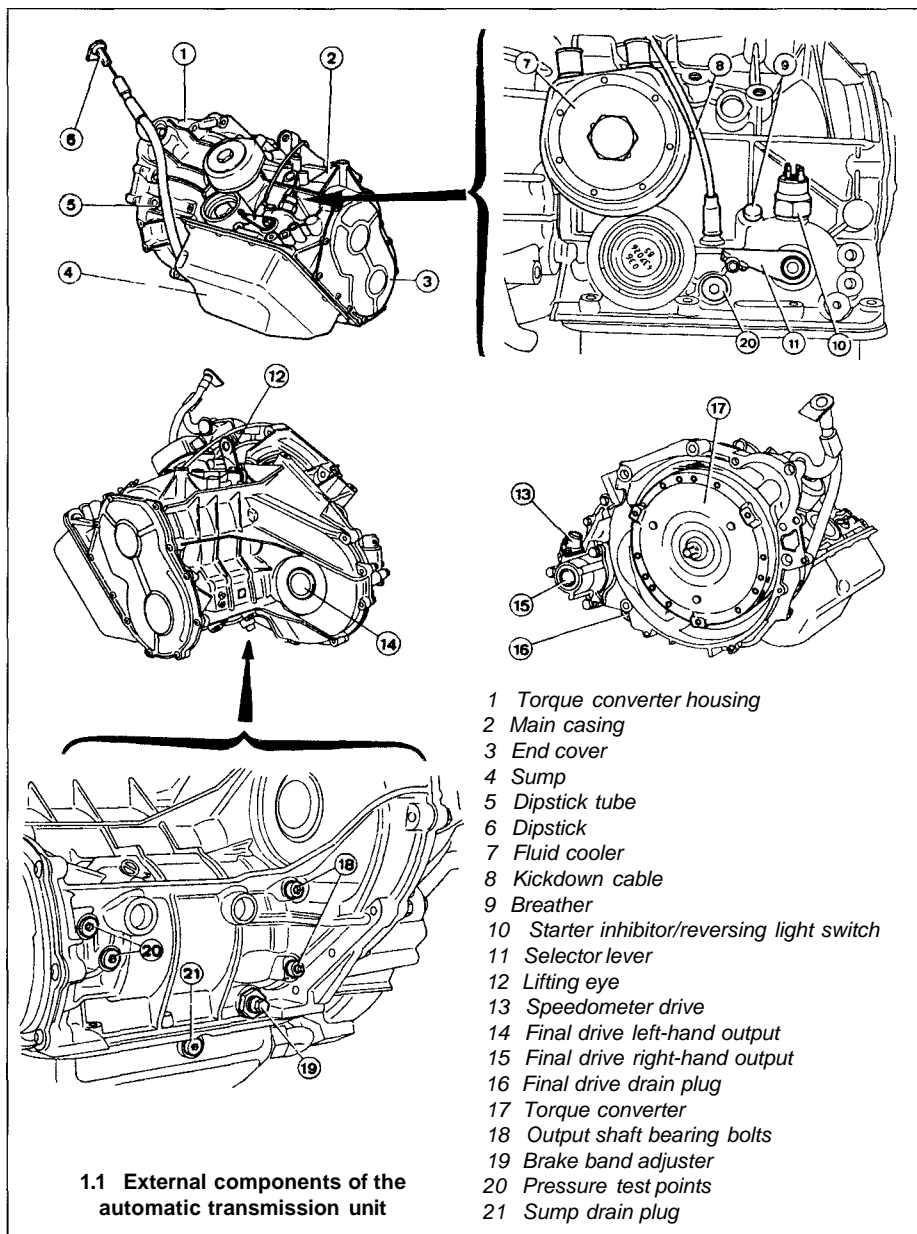
Driver control of the transmission is by a seven-position selector lever. The transmission has a "drive" position, and a "hold" facility on the first three gear ratios. The "drive" position "A" provides automatic changing throughout the range of all four gear ratios, and is the one to select for normal driving. An automatic kickdown facility shifts the transmission down a gear if the accelerator pedal is fully depressed. The "hold" facility is very similar, but limits the number of gear ratios available - ie when the selector lever is in the "3" position, only the first three ratios can be selected; in the "2" position, only the first two can be selected, and so on. The lower ratio "hold" is useful for providing engine braking when travelling down steep gradients, or for preventing unwanted selection of top gear on twisty roads. Note, however, that the transmission should *never* be shifted down a position if the engine speed exceeds 4000 rpm.

Due to the complexity of the automatic transmission, any repair or overhaul work must be left to a Citroen dealer with the necessary special equipment for fault diagnosis and repair. The contents of the following Sections are therefore confined to supplying general information, and any service information and instructions that can be used by the owner.

2 Selector cable - adjustment

1 Position the selector lever firmly against its detent in the "N" position.

2 To improve access to the transmission end of the selector cable, remove the battery and battery tray as described in Chapter 5, then unbolt the support tray and remove it from the top of the transmission. On some models, it may also be necessary to remove the air



intake duct(s) as described in the relevant Part of Chapter 4.

3 Using a large flat-bladed screwdriver, carefully lever the selector cable end fitting off the transmission selector lever balljoint, whilst ensuring that the lever does not move.

4 First ensure that the cable end fitting is screwed onto at least 5 mm of the inner cable thread.

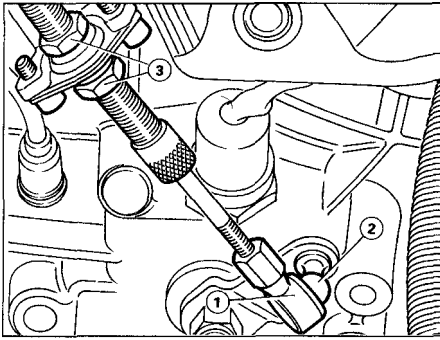
5 With both the selector levers in the "N" (neutral) position, the selector cable end fitting should be correctly aligned with the transmission lever balljoint, so that the cable can be connected to the lever without the balljoint moving. If necessary, adjust the position of the end fitting by screwing or unscrewing it (as applicable) on the cable thread, bearing in mind the point made above in paragraph 4. If this

proves impossible, further adjustments can be made by slackening the locknuts securing the outer cable to its mounting bracket (see illustration). Reposition the nuts as required until the end fitting and balljoint are correctly aligned, then tighten the nuts.

6 Once the end fitting is correctly positioned, press it firmly onto the balljoint, and check that it is securely retained.

7 Refit the battery support tray, and securely tighten its retaining bolts. Refit the battery tray and battery as described in Chapter 5. Also refit any disturbed air duct components as described in the relevant Part of Chapter 4.

8 Check the operation of the selector lever position display panel and, if necessary, adjust the switch using the information given in Section 11.



2.5 Selector cable transmission end fixings

- 1 Cable end fitting 3 Outer cable locknuts
2 Selector lever balljoint

3 Selector cable - removal and refitting

Removal

- 1 Firmly apply the handbrake, then jack up the front of the vehicle and support it on axle stands. Position the selector lever in the "N" position.
- 2 Remove the battery and battery tray as described in Chapter 5. Slacken and remove the battery support tray retaining bolts, then free the wiring from its retaining clip on the side of the tray, and remove the tray from the vehicle.
- 3 Remove the exhaust system as described in Chapter 4, and remove the heat shield(s) to gain access to the base of the selector lever assembly.
- 4 Working on the transmission end of the cable, undo the two screws securing the outer cable to its retaining bracket, and carefully lever the inner cable end fitting off its balljoint on the transmission selector lever. Note that the transmission selector lever must not be disturbed until the cable is refitted. As a precaution, mark the position of the lever in relation to the transmission housing.
- 5 Work back along the selector cable, releasing it from any relevant retaining clips, and noting its correct routing.
- 6 Working from inside the vehicle, carefully prise the selector lever trim panel out from the centre console, and fold the gaiter back over the selector lever.
- 7 Slacken and remove the four screws securing the handle to the shaft of the selector lever. Depress the selector lever handle detent knob, then rotate the handle through 90° anti-clockwise, lift the assembly up, and rotate it back 90° clockwise to release the detent button from the selector lever pushrod. With the handle removed, withdraw the detent button and spring from the handle.
- 8 Slide the gaiter off the selector lever shaft, then undo the four nuts securing the selector lever to the floor. Disengage the position display switch from the selector lever studs, and position it clear of the lever.

9 Working underneath the vehicle, disengage the selector lever assembly from the body, and remove the lever and cable assembly, noting the correct routing of the cable.

10 With the assembly on the bench, prise the rubber dust cover from the base of the lever, and slide it along the cable.

11 Slacken the outer cable retaining nut, then remove the retaining clip. Carefully prise the selector cable end fitting off its balljoint on the base of the selector lever, and separate the cable and lever assembly.

12 Examine the cable, looking for worn end fittings or a damaged outer casing, and for signs of fraying of the inner cable. Check the cable's operation; the inner cable should move smoothly and easily through the outer casing. Renew the cable if it shows any signs of excessive wear or any damage.

HAYNES
HiNT *A cable that appears serviceable when tested off the car may well be much heavier in operation when compressed into its working position*

Refitting

13 Apply a smear of the special grease (Mobil Temp G9, available from your Citroen dealer) to the exposed sections of the inner cable and balljoints, and to the detent mechanism of the selector lever. In the absence of the specified grease, a good-quality molybdenum disulphide grease can be used.

14 Insert the selector cable into the selector lever housing, ensuring that the outer cable flange holes are correctly located on the pegs on the housing. Secure the cable in position with the retaining clip, ensuring that the outer ends of the clip are correctly located in the slots in the lever housing, and the inner ends are correctly hooked over the base of the housing. Tighten the outer cable retaining nut.

15 Press the inner cable end fitting firmly onto the lever balljoint. Check that the balljoint connection is securely made, then slide the rubber dust cover back into position over the selector lever base.

16 Ensuring that the cable is correctly routed, manoeuvre the lever and cable assembly back into position from underneath the vehicle.

17 From inside the vehicle, pull the lever up into position, and fit its two right-hand retaining nuts, tightening them finger-tight only at this stage.

18 Refit the position display switch onto the left-hand selector lever studs, ensuring that the switch lug is correctly engaged with the selector lever shaft. Refit the two left-hand nuts, then fully tighten all four selector lever retaining nuts.

19 Refit the gaiter to the selector lever.

20 Refit the spring and detent button to the selector lever handle, and press the button fully

into the handle. Keeping the button depressed, slide the handle assembly onto the lever then, exerting light downward pressure on the handle, rotate the handle through 90° clockwise, then back 90° anti-clockwise to engage the detent button with the lever pushrod. Release the detent button, then refit the four handle retaining screws and tighten them securely. Check the operation of the selector lever detent button before proceeding further.

21 From underneath the vehicle, work along the length of the selector cable, ensuring that it is retained by all the relevant clips. Align the outer cable bracket with its mounting bracket on the transmission, then refit and tighten its retaining bolts.

22 Ensure the selector lever is in the "N" position and the transmission selector lever is still in the neutral position, then adjust the cable and connect it to the transmission lever as described in paragraphs 4 to 6 of Section 2.

23 Refit the heat shield(s) and exhaust system as described in Chapter 4, then lower the vehicle to the ground.

24 Refit the battery support tray, and securely tighten its retaining bolts. Clip the wiring onto the side of the tray, and refit the battery tray and battery as described in Chapter 5.

25 Check and, if necessary, adjust the selector lever display switch using the information given in Section 11.

4 Selector lever assembly - removal and refitting

Removal

1 Firmly apply the handbrake, then jack up the front of the vehicle and support it on axle stands. Position the selector lever in the "N" position.

2 Remove the exhaust system as described in Chapter 4, and remove the heat shield(s) to gain access to the base of the selector lever assembly.

3 Carry out the procedures described in paragraphs 6 to 8 of Section 3.

4 Working again from underneath the vehicle, disengage the selector lever assembly from the body, and lower it out of position.

5 Prise the rubber dust cover from the base of the lever, and slide it along the cable.

6 Slacken the outer cable retaining nut, then remove the retaining clip. Carefully prise the selector cable end fitting off its balljoint on the base of the selector lever, and remove the lever assembly from underneath the vehicle.

Refitting

7 Carry out the operations described in paragraphs 13 to 20 of Section 3.

8 Refit the heat shield(s) and exhaust system as described in Chapter 4, then lower the vehicle to the ground.

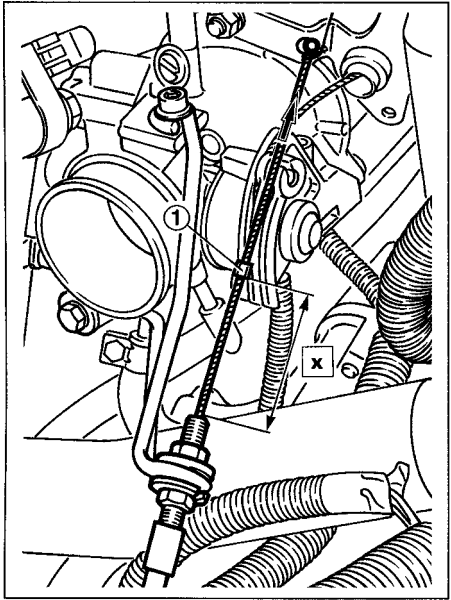
9 On completion, check the selector cable adjustment as described in Section 2.

5 Kickdown cable - adjustment

- 1 Warm the engine up to its normal operating temperature, then check that the engine idle speed is correctly set. If necessary, adjust the idle speed as described in Chapter 4.
- 2 Detach the kickdown inner cable from the throttle body cam then, referring to Chapter 4, check that the accelerator cable is correctly adjusted.
- 3 Pull the kickdown inner cable fully out of its outer cable, and measure the distance between the end of the lug on the inner cable and the threaded end of the outer cable (see illustration). This should be approximately 39 mm. If necessary, slacken the two outer cable locknuts, and position the nuts as required so that the distance is as specified.
- 4 Reconnect the kickdown cable to the throttle body cam, then check the clearance once more between the inner cable lug and the threaded end of the outer cable. Ensuring that the throttle body cam is fully against its stop, there should a gap of 0.5 to 1.0 mm (see illustration). If not, adjust the gap by repositioning the outer cable locknuts as required. Once the outer cable is correctly positioned and the gap is as specified, securely tighten the cable locknuts.

6 Kickdown cable - renewal

- 1 Renewal of the kickdown cable is a complex task, which should be entrusted to a Citroen dealer. To detach the cable at the



5.3 Fully extend the kickdown cable, and measure distance (X) between the cable lug (1) and the outer cable end

transmission end requires removal of the hydraulic valve block, which is a task that should not be undertaken by the home mechanic.

7 Speedometer drive - removal and refitting

Refer to Chapter 7A.

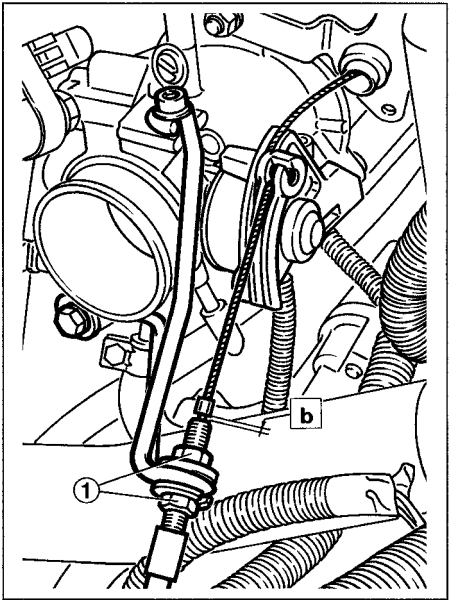
8 Oil seals - renewal

Driveshaft oil seals

- 1 Refer to Chapter 7A.

Selector shaft oil seal

- 2 Position the selector lever firmly against its detent mechanism in the "N" position.
- 3 To improve access to the transmission end of the selector cable, remove the battery and battery tray as described in Chapter 5, then unbolt the support tray and remove it from the top of the transmission. On some models, it may also be necessary to remove the air cleaner housing and/or intake duct as described in Chapter 4.
- 4 Undo the two screws securing the outer cable to its retaining bracket, and carefully lever the inner cable end fitting off its balljoint on the transmission selector lever. Note the transmission selector shaft must not be disturbed until the cable is refitted. As a precaution, mark the position of the lever in relation to the transmission housing.
- 5 Undo the retaining nut, and remove the lever from the transmission selector shaft.



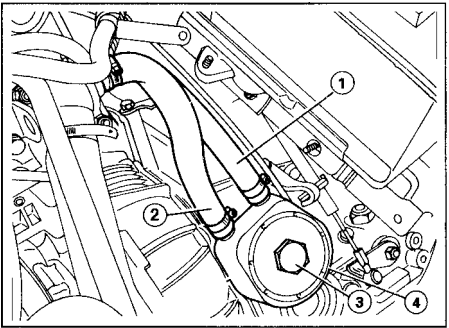
5.4 Reconnect the kickdown cable, and check that clearance (B) is as given in the text. If necessary, adjust by repositioning the locknuts (1)

- 6 Punch or drill two small holes opposite each other in the seal. Screw a self-tapping screw into each, and pull on the screws with pliers to extract the seal.
- 7 Clean the seal housing, and polish off any burrs or raised edges, which may have caused the seal to fail in the first place. Small imperfections can be removed using emery paper, but larger defects will require the renewal of the selector shaft.
- 8 Lubricate the lips of the new seal with clean engine oil, and carefully ease the seal into position over the end of the shaft, taking great care not to damage its sealing lip. Tap the seal into position until it is flush with the transmission casing, using a suitable tubular drift (such as a socket) which bears only on the hard outer edge of the seal. Note that the seal lips should face inwards.
- 9 Refit the selector lever to the shaft and tighten its retaining nut.
- 10 Align the outer cable bracket with its mounting bracket on the transmission, then refit and tighten its retaining bolts.
- 11 Ensure the selector lever is in the "N" position and the transmission selector lever is still in the neutral position, then adjust the cable and connect it to the transmission lever as described in paragraphs 4 to 8 of Section 2.

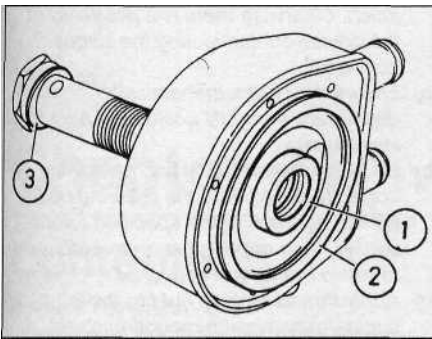
9 Fluid cooler - removal and refitting

Removal

- 1 The fluid cooler is mounted on the top of the transmission housing. To gain access to the fluid cooler, remove the air intake duct and, where necessary, the air cleaner housing as described in Chapter 4.
- 2 Using a hose clamp or similar, clamp both the fluid cooler coolant hoses to minimise coolant loss during subsequent operations (see illustration).
- 3 Slacken the retaining clips, and disconnect both coolant hoses from the fluid cooler - be prepared for some coolant spillage. Wash off any spilt coolant immediately with cold water, and dry the surrounding area before proceeding further.

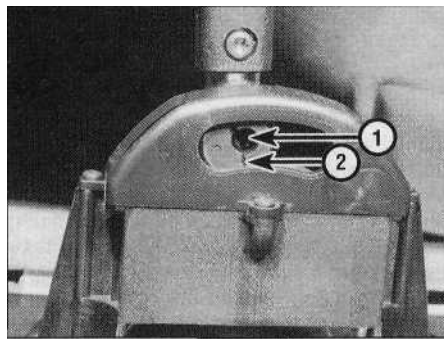


9.2 Transmission fluid cooler details
1 Coolant hose 3 Centre bolt
2 Coolant hose 4 Fluid cooler



9.5 Transmission fluid cooler seals

- 1 Cooler inner seal 3 Centre bolt seal
2 Cooler outer seal



11.6 Adjusting the selector lever position display switch. Insert a screwdriver in the slot (1) and rotate the eccentric adjuster (2) so that the switch performs as described in the text

4 Slacken and remove the fluid cooler centre bolt, and remove the cooler from the transmission. Remove the seal from the centre bolt, and the two seals fitted to the base of the cooler, and discard them; new ones must be used on refitting.

Refitting

5 Lubricate the new seals with clean automatic transmission fluid, then fit the two new seals to the base of the fluid cooler, and a new seal to the centre bolt (**see illustration**).

6 Locate the fluid cooler on the top of transmission housing, ensuring its flat edge is parallel to the mating surface of the transmission/driveplate housing. Refit the centre bolt, and tighten it to the specified torque setting.

7 Reconnect the coolant hoses to the fluid cooler, and securely tighten their retaining clips. Remove the hose clamp.

8 Refit the disturbed intake duct/air cleaner housing components (as applicable) as described in Chapter 4.

9 On completion, top-up the cooling system and check the automatic transmission fluid level as described in Chapter 1.

10 Starter inhibitor/reversing light switch -

general information, removal and refitting



General information

1 The starter inhibitor/reversing light switch is a dual-function switch which is screwed into the top of the transmission housing. The inhibitor function of the switch ensures that the engine can only be started with the selector lever in either the "N" or "P" positions, therefore preventing the engine being started with the transmission in gear. This is achieved by the switch cutting the supply to the starter motor solenoid. If at any time it is noted that the engine can be started with the selector lever in any position other

than "P" or "N", then it is likely that the inhibitor function of the switch is faulty. The switch also performs the function of the reversing light switch, illuminating the reversing lights whenever the selector lever is in the "R" position. If either function of the switch is faulty, the complete switch must be renewed as a unit.

Removal

2 To gain access to the switch, remove the battery and battery tray as described in Chapter 5, then unbolt the support tray from the top of the transmission.

3 Trace the wiring back from the switch, and disconnect it at the wiring connector.

4 Unscrew the switch, and remove it from the top of the transmission housing, along with its sealing ring.

Refitting

5 Fit a new sealing ring to the switch, screw it back into the transmission, and tighten it securely.

6 Reconnect the switch wiring, then refit the support tray and securely tighten its retaining bolts.

7 Refit the battery tray and battery as described in Chapter 5, and test the operation of the switch.

11 Selector lever position display switch - removal, refitting and adjustment



Removal

1 Working from inside the vehicle, carefully prise the selector lever trim panel out from the centre console, and fold the gaiter back over the selector lever.

2 Trace the wiring back from the switch, and disconnect it at its wiring connector.

3 Undo the two left-hand retaining nuts securing the selector lever to the floor, then disengage the position display switch from the selector lever studs and remove it from the vehicle.

Refitting and adjustment

4 Refit the position display switch onto the left-hand selector lever studs, ensuring that the switch lug is correctly engaged with the selector lever shaft. Refit the two left-hand selector lever retaining nuts, and tighten them to the specified torque.

5 Reconnect the wiring connector, then switch on the ignition and check the operation of the selector lever position display panel.

6 Move the selector lever throughout its range, and check that the corresponding position on the position display panel illuminates as each position is selected. If necessary, the switch can be adjusted by rotating the switch eccentric adjuster using a flat-bladed screwdriver (**see illustration**).

7 Once the switch is correctly adjusted, fold the gaiter back down over the selector lever, and clip the trim panel back into position.

12 Automatic transmission - removal and refitting



Removal

1 Chock the rear wheels, apply the handbrake, and place the selector lever in the "N" (neutral) position. Jack up the front of the vehicle, and securely support it on axle stands. Remove both front roadwheels.

2 Drain the transmission fluid as described in Chapter 1, then refit the drain plugs, tightening them securely.

3 Remove the battery and battery tray as described in Chapter 5. Slacken and remove the support tray retaining bolts, then release the wiring from its retaining clip on the side of the tray, and remove the tray from the top of the transmission.

4 Remove the starter motor as described in Chapter 5.

5 Remove the air intake duct(s) as described in Chapter 4.

6 Undo the union nut securing the dipstick tube to the transmission sump, then undo the bolt securing the tube to the transmission housing, and remove the dipstick from the transmission unit.

7 Disconnect the wiring connector from the starter inhibitor/reversing light switch and, where necessary, the speedometer drive housing. Undo the retaining bolt(s) and disconnect the earth strap(s) from the top of the transmission housing.

8 Using a hose clamp or similar, clamp both the fluid cooler coolant hoses to minimise coolant loss. Slacken the retaining clips and disconnect both coolant hoses from the fluid cooler - be prepared for some coolant spillage. Wash off any spilt coolant immediately with cold water.

9 Undo the two screws securing the outer selector cable to its retaining bracket, and carefully lever the inner cable end fitting off its balljoint on the transmission selector lever. Note that the transmission selector lever must

not be disturbed until the cable is refitted. As a precaution, mark the position of the lever in relation to the transmission housing. Work back along the selector cable, releasing it from any relevant retaining clips, and position it clear of the transmission unit.

10 Detach the kickdown inner cable from the throttle body cam, then slacken the outer cable locknuts and free the cable from its mounting bracket. Release the kickdown cable from any relevant retaining clips, so that it is free to be removed with the transmission unit.

11 On models with power steering, undo the nut securing the power steering pipe to the underside of the transmission, and free the pipe from its retaining stud.

12 Undo the retaining bolts and remove the lower driveplate cover plate from the transmission, to gain access to the torque converter retaining bolts. Slacken and remove the visible bolt then, using a socket and extension bar to rotate the crankshaft pulley, undo the remaining bolts securing the torque converter to the driveplate as they become accessible. There are three bolts in total.

13 To ensure that the torque converter does not fall out as the transmission is removed, secure it in position using a length of metal strip bolted to one of the starter motor bolt holes.

14 Withdraw the rubber retaining pin, disconnect the speedometer cable from the drive, and free it from any retaining clips.

15 Slacken and remove the three nuts securing the balljoint to the left-hand lower suspension arm, then withdraw the bolts and free the balljoint from the arm. Discard the nuts - new ones must be used on refitting. Repeat the procedure on the right-hand side.

16 Release the inner end of the right-hand driveshaft from the transmission, as described in Chapter 7A, Section 4, paragraphs 4 to 6.

17 Release the left-hand driveshaft inner constant velocity joint from the transmission by pulling the swivel hub assembly outwards. Withdraw the joint from the transmission, taking care not to damage the driveshaft oil

seal. Support the driveshaft to avoid damaging the constant velocity joints or gaiters.

18 Place a jack with a block of wood beneath the engine, to take the weight of the engine. Alternatively, attach a couple of lifting eyes to the engine, and fit a hoist or support bar to take the weight of the engine.

19 Place a jack and block of wood beneath the transmission, and raise the jack to take the weight of the transmission.

20 Slacken and remove the centre nut and washer from the left-hand engine/transmission mounting. Undo the two bolts securing the mounting bracket assembly to the vehicle body, and remove the mounting bracket assembly, along with its spacer. Unscrew the mounting stud from the top of the transmission housing, and remove it, along with its washer.

21 With the jack positioned beneath the transmission taking the weight, slacken and remove the remaining bolts securing the transmission housing to the engine. Note the correct fitted positions of each bolt as it is removed, to use as a reference on refitting. Make a final check that all necessary components have been disconnected, and positioned clear of the transmission unit so that they will not hinder the removal procedure.

22 With the bolts removed, move the trolley jack and transmission to the left, to free it from its locating dowels.

23 Once the transmission is free, lower the jack and manoeuvre the unit out from under the car. If they are loose, remove the locating dowels from the transmission or engine unit, and keep them in a safe place.

Refitting

24 The transmission is refitted by a reversal of the removal procedure, bearing in mind the following points:

(a) *Ensure the bush fitted to the centre of the crankshaft is in good condition, and apply a little Molykote G1 grease to the torque converter centring pin. Do not apply too*

much, otherwise there is a possibility of the grease contaminating the torque converter.

- (b) *Ensure the engine/transmission locating dowels are correctly positioned prior to installation.*
- (c) *Once the transmission and engine are correctly joined, refit the securing bolts, tightening them to the specified torque setting, then remove the metal strip used to retain the torque converter.*
- (d) *Apply thread-locking fluid to the left-hand engine/transmission mounting stud threads prior to refitting it to the transmission. Tighten the stud to the specified torque.*
- (e) *Tighten all nuts and bolts to the specified torque (where given).*
- (f) *Renew the driveshaft oil seals and refit the driveshafts to the transmission, using the information given in Section 4 of Chapter 7A.*
- (g) *Adjust the selector cable and kickdown cable as described in Sections 2 and 5 of this Chapter.*
- (h) *On completion, top-up the cooling system, then refill the transmission with the specified type and quantity of fluid as described in Chapter 1.*

13 Automatic transmission overhaul - general information

In the event of a fault occurring with the transmission, it is first necessary to determine whether it is of an electrical, mechanical or hydraulic nature, and to do this, special test equipment is required. It is therefore essential to have the work carried out by a Citroen dealer if a transmission fault is suspected.

Do not remove the transmission from the car for possible repair before professional fault diagnosis has been carried out, since most tests require the transmission to be in the vehicle.