TECHNICAL INFORMATION CITROËN

CITROËN CARS CORPORATION
20 WEST END AVENUE
NEW YORK 23, NEW YORK
JUdson 2-5920
960 NORTH LA BREA
LOS ANGELES 38, CALIF.
OLdfield 6-6610

INDEX TO TRANSMISSIONS / DRIVESHAFTS

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SERVICE BULLETIN #66

DS 19 TRANSMISSON
SECOND GEAR AND REVERSE PATIOS

I/ Our DS-19 type vehicles now leaving the plant are equipped with modified transmissions:

- The 18 and 34 tooth pinions that make up the second gear train have been replaced by 17 and 33 tooth pinions respectively.
- The reverse idler gear (10 teeth) also has been altered.

DESIGATION	Fromer Production Combination		New Combination	
	Number of teeth	Part Number	Number of teeth	Part Number
Reverse idler gear	10	D 333-7a	10	DS 333-7b
Second gear drive pinion	18	DS 333-14	17	DS 333-14a
Second gear and reverse drive pinion	34	D 333-15	33	DS 333-15

The parts that make up these two combinations are different sets and must not be mixed.

11/ PREPARATION

Our Parts Department now supplies only the new parts. If the 18 and 31 tooth combination of an older type tranamission is to be changed, a complete 17-33-10 tooth set must be used.

Observation - EVEN THOUGH THEY HAVE THE SAME NUNBERS OF TEETH, THE NEW AND OLDER TYPE REVERSE DRIVER GEAR PINIONS ARE NOT INTERCHANGEABLE

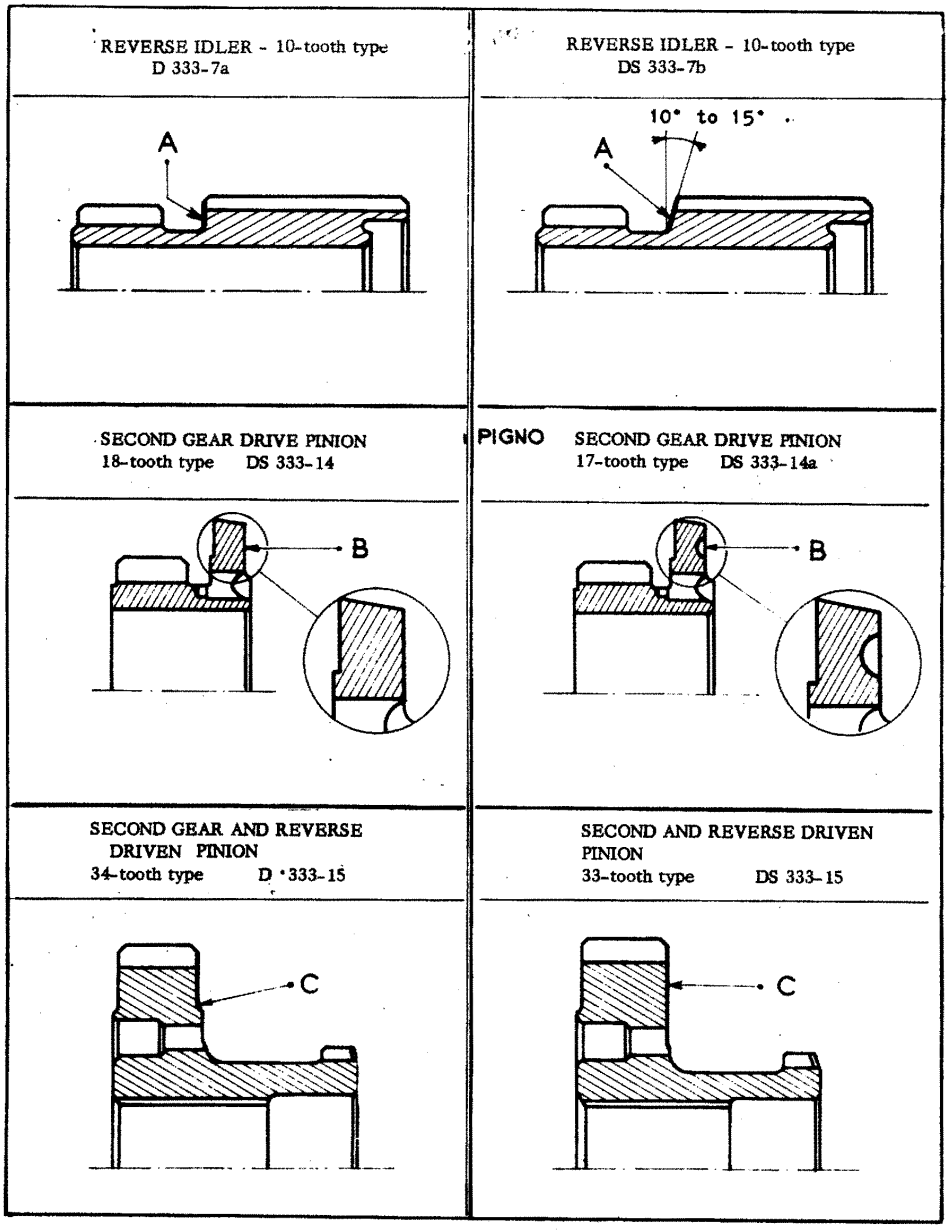
If the older type gear is to be changed, use a complete 17-33-10 tooth assembly.

111/ IDENTIFICATION OF OLD AND NEW PRODUCTION GEARS (see table)

1) Reverse idler gear
   older type D 333-7a - Face A is perpendicular to the shaft
   new DS 333-7b - Face A is slanted (10^0 to 15^0)

2) Second gear drive pinion
   old production DS 333-l4 - No groove at B
   new production DS 333-14a - Semi-circular cross section groove at B

3) Second gear and reverse driven pinion
   old production type D 333-15 - Shoulder at C
   new production type DS 333-15 - No shoulder at C



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SERVICE BULLETIN No. 68

ID 19 GEAR BOX
NEW SECOND SPEED RATIO AND REVERSE GEAR ASSEMBLY

All ID 19's leaving our plant are now equipped with modified gear boxes.
The previous l8-34 tooth ratio of the 2nd speed drive is replaced by a 17-33 tooth ratio.

The reverse idler gear no longer revolves in neutral position.

PARTS DISPOSITION AND IDENTIFICATION

1) Second Speed Drive

	1		2		3	
Designation	Previous Setting		New Setting		Repair on Former Gear Box	
	No of teeth	P/N	No of teeth	P/N	No of teeth	P/N
2nd speed pinion	18	DM 333-14	17	DM 333-14A	17	DM 333-14A
2nd & reverse layshaft pinion	34	D 333-15	33	DM 333-15	33	DS 333-15
Reverse idler gear	10	D 333-7A	See Par: 2	See Par: 2	10	DS 333-7B

Parts shown in columns 1 and 3 constitute complete and independent sets. Components therein cannot be interchanged. Although both reverse idler gears, D 333-7A and DS 333-7B have the same number of teeth, they are not interchangeable.

2nd speed pinion

Previous DM 333-14 - The groove B is square
New DM 333-14A - The groove B is semi-circular.

2nd and reverse layshaft pinion

Previous D 333-15 - Shoulder at C
New DM 333-15 - No shoulder at C

Reverse idler gear

See Service Bulletin # 66

To identify DS 19 and ID 19 gears

a) 2nd speed pinion (17 teeth). The difference between DM 333-14A and DS 333-14A is in the pilot openings (see figure 1).

b) 2nd and reverse layshaft pinion (33 teeth).

DM 333-15 teeth faces have mesh reliefs
DS 333-15 teeth faces are straight.

2) Repairs: Our Parts Department will supply the new parts only. Therefore, should the 18-34 set be changed, you must use a new complete 17-33-10 tooth set. As stated before, the reverse idler D 333-7A and DS 333-7B are not interchangeable.

We draw your attention to the following

a) Clearences to be respected (see figure 2).
Clearence "a" 0.0118" to 0.0315" between 2nd speed synchro and tooth D of the sliding reverse assembly.
Clearence "b" 0.0039" to 0.0197" between the thrust washer and circlip.
Clearence "c" 0.0787" to 0.0197" between 2nd speed sliding collar and reverse gear.

b) The sliding reverse assembly is now equipped with new needles bearings l6 x l9 x 20 (P/T 620.l25) The use of these bearings is mandatory.

Note: The sliding reverse assembly is (10 and 17 teeth) is supplied by our Parts Departrment together with the new needle bearings. 620.0l5 as part number DM 333-9.

c) The new reverse pinion is to be identified as follows:

Previous DM 338-18 - 25 teeth
New DM 338-l8A - 16 Helical teeth.

d) Modifications of the Reverse shifting lever.

The new reverse shifting lever (P/N DM 334-53A) now differs from lst-2nd and 3rd-4th levers (both P/N 334-53 unchanged). Caution should be used to properly identify these parts on assembly.

Fig. 1

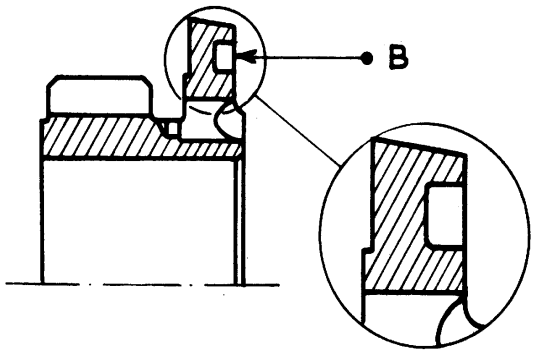
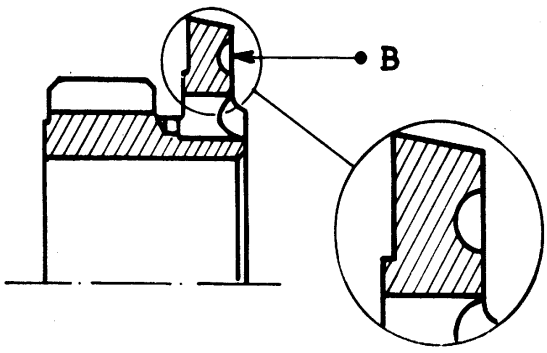
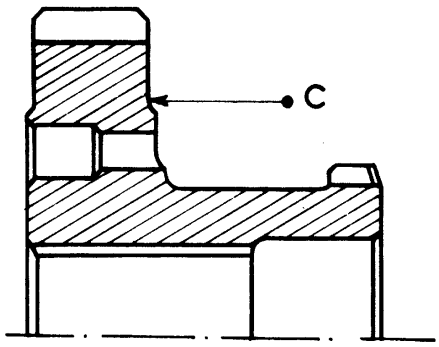
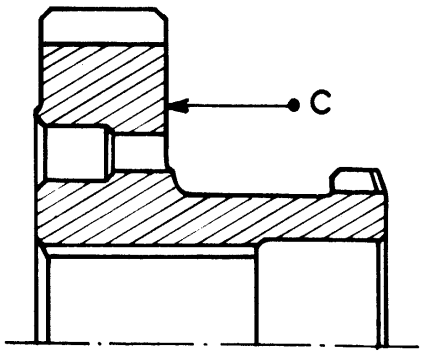
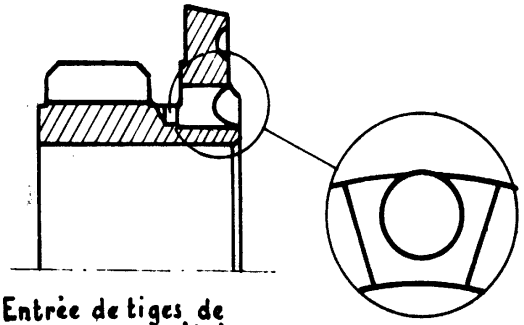
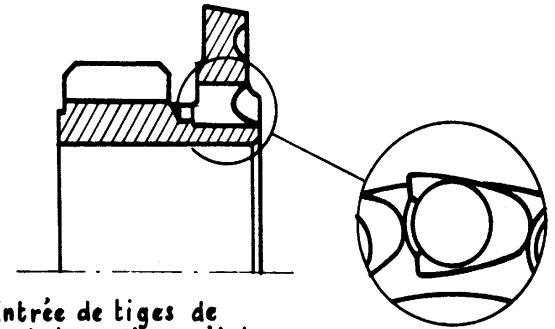
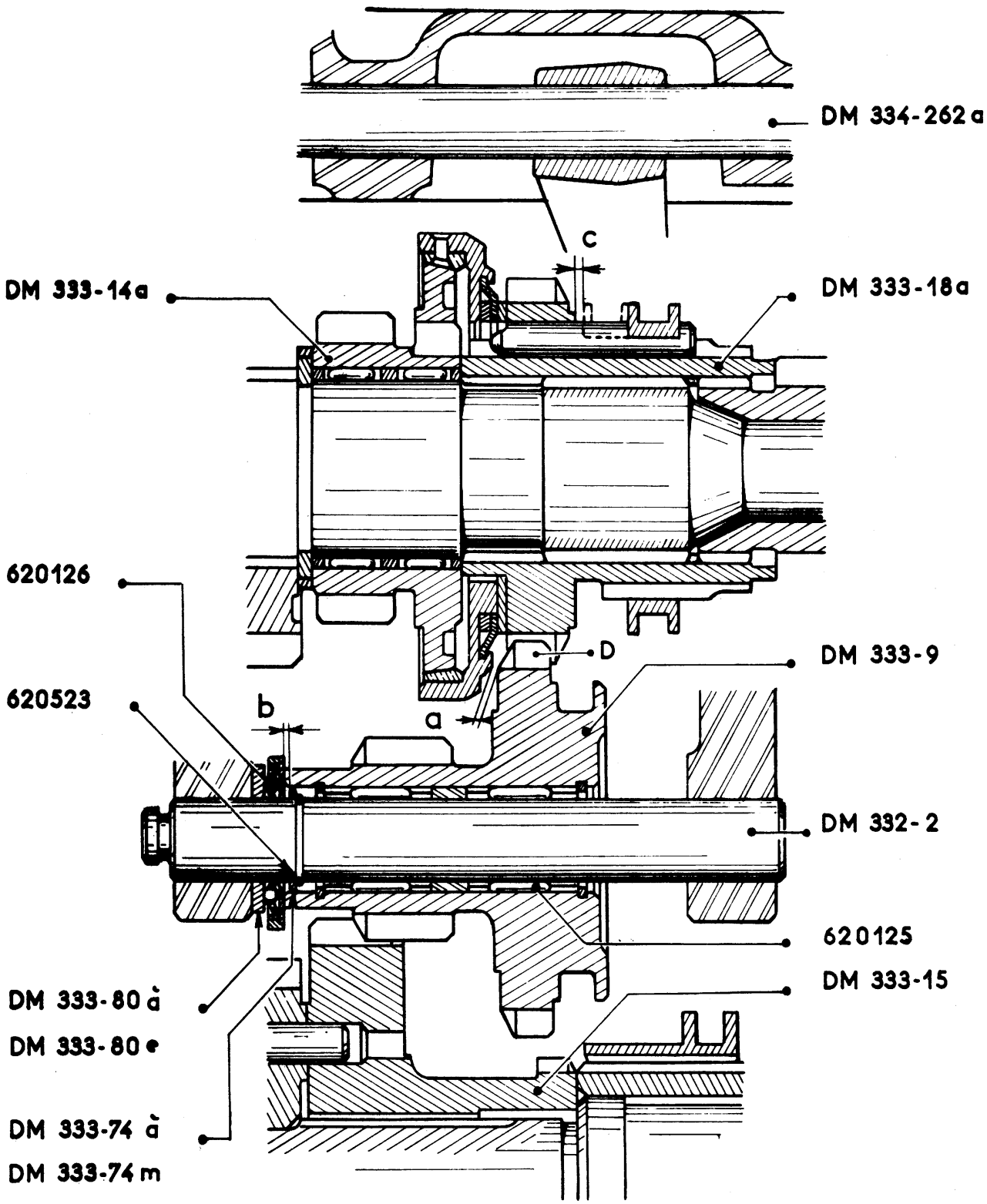
2nd SPEED PINION - 18 TEETH DM 333-14	2nd SPEED PINION - 17 TEETH DM 333-14 a
	
2nd & REVERSE LAYSHAFT PINION 34 TEETH D 333-15	2nd & REVERSE LAYSHAFT PINION 33 TEETH DM 333-15
	
2nd SPEED PINION 17 TEETH DM 333-14a	2nd SPEED PINION 17 TEETH DS 333-14a
 Entrée de tiges de crabotage symétrique	 Entrée de tiges de crabotage dissymétrique

Fig. 2 REVERSE GEAR



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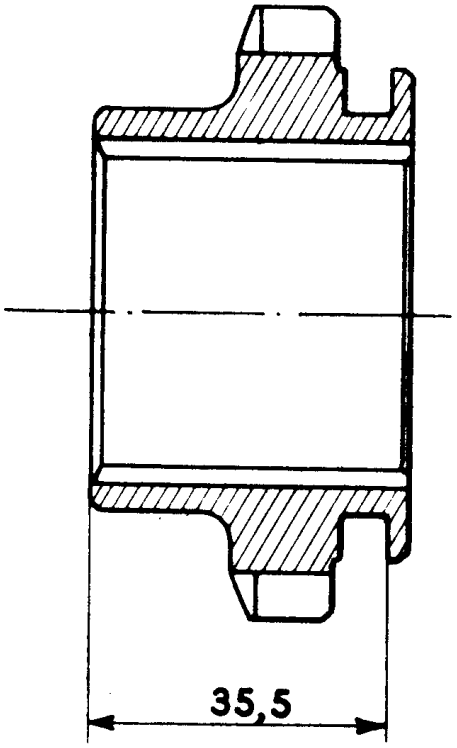
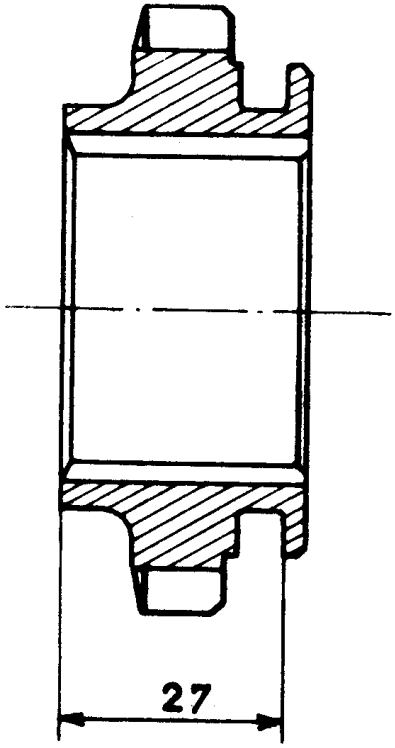
SERVICE BULLETIN # 69
DS 19 GEAR BOX

The DS 19 gear boxes are now equipped with a narrower sliding reverse pinion.

FORMER



NEW



The former and new pinion have the same part Number: D 333-9 and are interchangeable.

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SERVICE BULLETIN # 72

DS 19 GEAR BOX

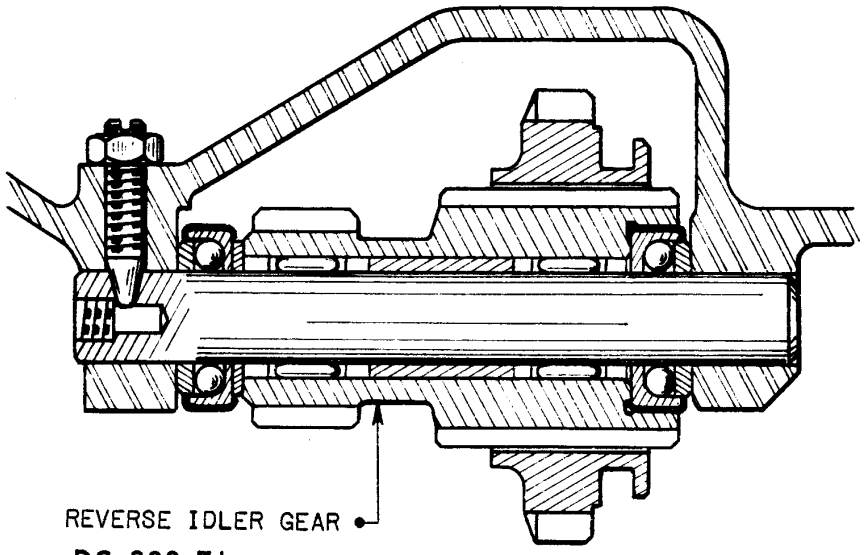
On DS 19 Model, the assembly of the reverse idler gear (10 teeths) has been modified as follows

1) Both ends roller bearings of the previous assembly are replaced by a needle bearing # 620126 and a thrust waeher # DS 333-80. Thus, the idling gear, the distance sleeve and the roller needle cages are also modified.

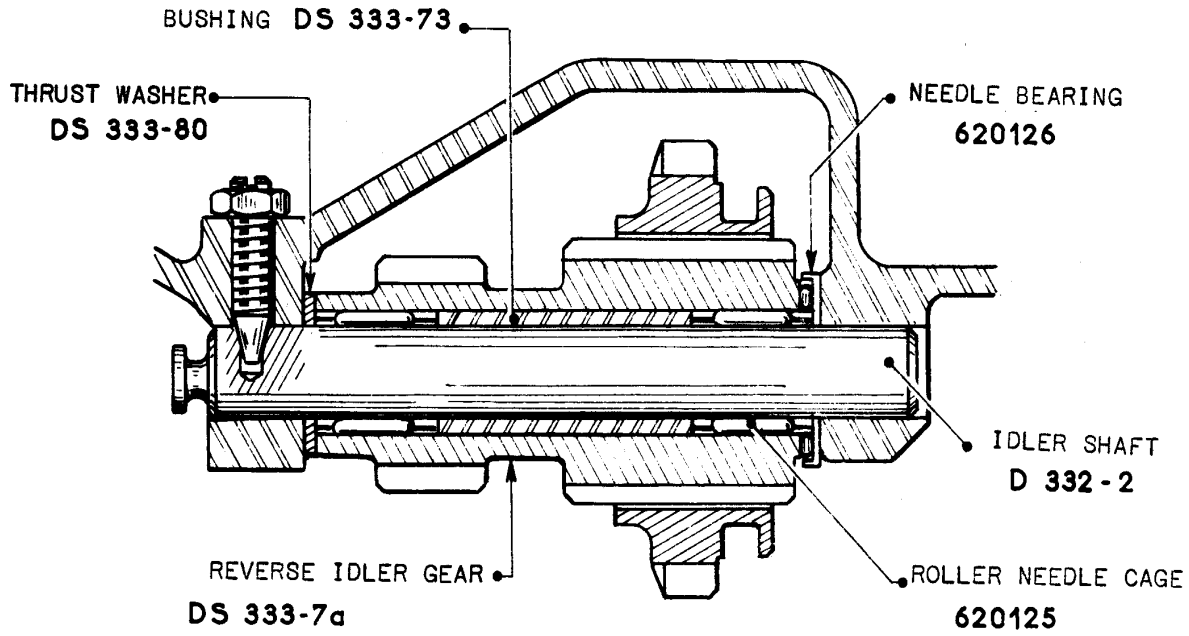
2) A conical seat on the idler shaft enables the removal of the latter, rendering the previous end threated hole unnecessary (see sketches).

IMPORTANT: The adjustment of the end play is no longer required. The play is pre-set according to the tolerance of the components and must be mounted with coppered side facing the idler gear.

PREVIOUS ASSEMBLY



NEW ASSEMBLY



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SERVICE BULLETIN # 84

Subject: DS-19 GEAR BOX

The reverse idler train has been modified.

The needle bearing 620125 next to the thrust bearing has been replaced by a roller bearing (See sketches).

PARTS:

The following new parts are supplied by the Parts Department:

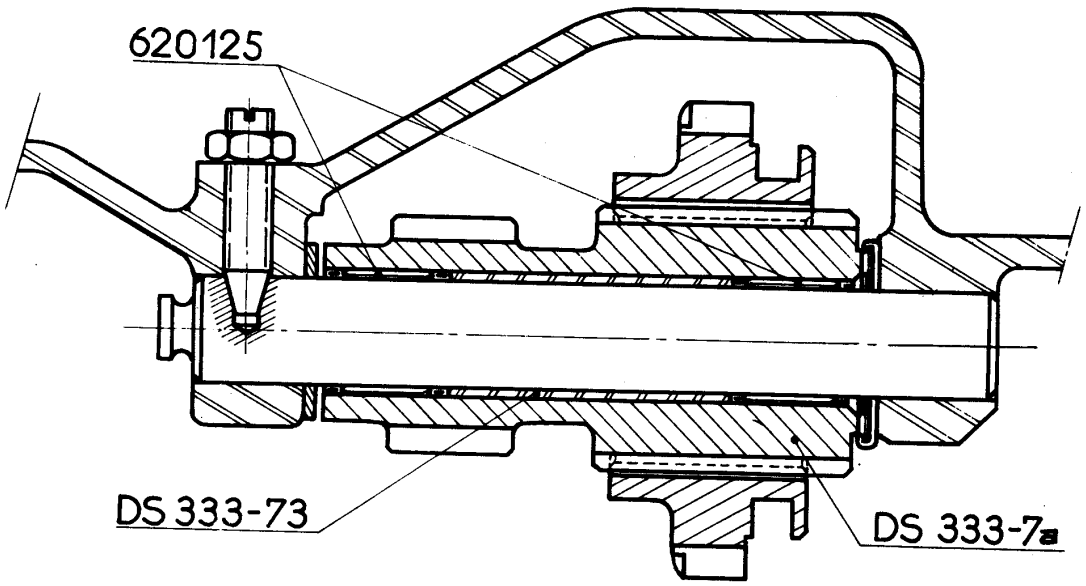
Reverse idler gear	DS 333-7C
Ball bearing	620 252
Distance sleeve	DS 333-73A
Needle thrust bearing	DS 333-86

SERVICE:

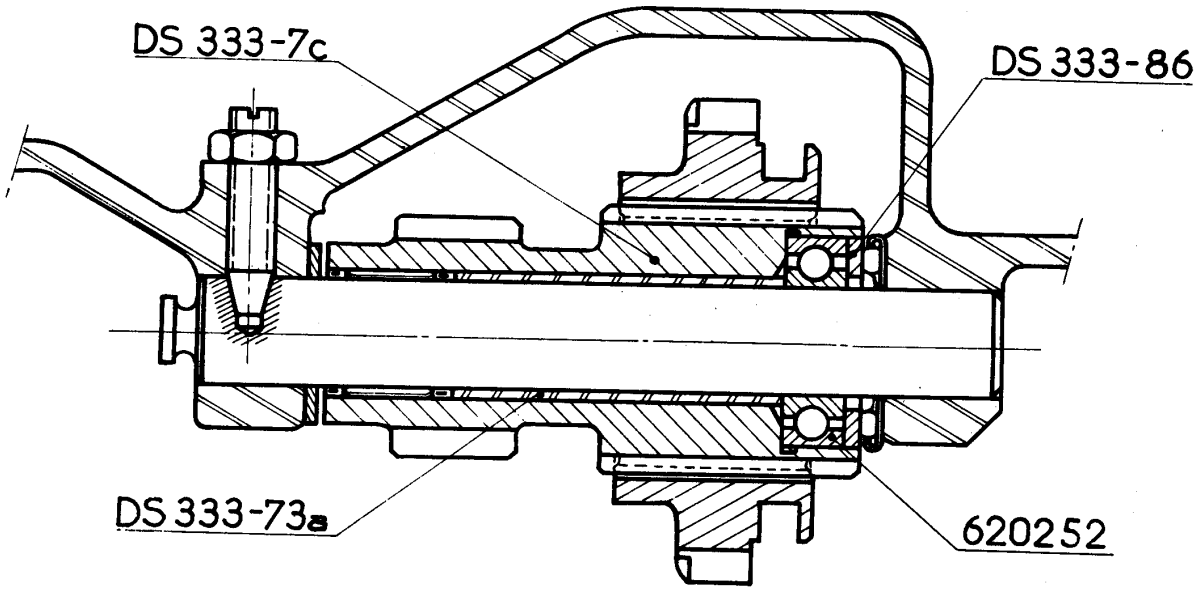
It is possible to install the new idler train on the old type gear box providing that above listed parts are replaced.

REVERSE IDLER TRAIN

PREVIOUS TYPE



NEW TYPE



Service Bulletin #84

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SERVICE BULLETIN # 88

MODELS: DS-19 & ID-19 ALL TYPES

SUBJECT: GEAR BOX

Since November 1963 the dog nut D 332-4 and main shafts DS 332-1 and DM 332-01 are modified.

1. GEAR BOX WITH NON-SYNCHRONIZED 1st GEAR (DS AERO-SUPER)

	PREVIOUS	NEW
Gear Box Min Shaft	DS 332-1	DS 332-1A
Dog Nut	D 332-4	DS 332-4
Lock Washer	D 332-84	Discontinued

2. GEAR BOX WITH SYNCHRONIZED 1st GEAR (ID-19, ID-19 Station Wagon, DS Grand Route).

	PREVIOUS	NEW
Gear Box main Shaft	DM 332-01A	DM 332-01B
Dog Nut	D 332-4	DS 332-4
Lock Washer	D 332-84	Discontinued

REPAIRS.
Do not install 1ock washer with new parts. Tighten dog nut at 15 m.Kg. (110 ft. lbs.)

SERVICE BULLETIN # 96

MODELS: DS 19 ALL TYPES - ID 19 - STATION WAGONS

SUBJECT: GEAR BOX - MODIFIED REVERSE GEAR TRAIN

Starting with the following gear box serial numbers, the reverse gear train is identical on all above models:

-DS Hydraulic shift	s/n 7 - 83940
-ID, STATION WAGON and DS GR	s/n 41-128 420

SPARE PARTS: The new parts as listed below must be used on previous gear boxes. The previous reverse gear train assembly is discontinued.

SERVICE: In order to install the new reverse gear train in previous gear boxes, follow the instructions as per the following repair procedure

REVERSE GEAR TRAIN REPLACEMENT ON GEAR BOXES WITH SERIAL NUNRER PREVIOUS TO THOSE LISTED

I DS 19 GEAR BOX - With hydraulic shifting

a) Order the following parts:

-1 Reverse gear train assembly which includes:	DS 333-040
-1 sliding gear	DS 333-9c
-1 sidling gear	DS 333-7e
-1 countershaft	DS 332-2
-1 splined spacer	DS 333-75A
-1 spacer	DS 333-73D
-2 needle bearings	620-125
-2 needle bearings	620-262
-2 thrust bearings	620-126

b) Position parts as shown in fig. 2.

c) In order to insure a correct engagement of the reverse gear remove 0.5 (.020") material from the reverse fork hub as shown in fig. 1.

11/ DS GRAND ROUTE - ID and STATION WAGON GEAR BOX

a) Order the following parts:

-1 complete reverse gear train assembly	DS 333-040
-1 reverse fork shaft	DM 334-22
-1 control lever	DM 334-53
-1 adjusting screw	DM 334-259
-1 lock nut	614-201
-1 washer	DB 333-80
-1 pinion	DS 333-l8A

b) Position the reverse gear train assembly as shown in fig. 2.

c) Modify the gear box cover as follows:

- Remove the reverse shift rail expansion plug from the front of the gear box cover.
- After removing the expansion plug reface the front surface of the cover around the hole to be square with the axis of the shift rail (this will insure perfect seating of the lock nut).
- Thread the hole with a 16 x 1.50 mm tap (see note)
- Replace the reverse control lever by lever DM 334-53
- Replace the fork shaft by DM 334-22. Adjust as explain in the ID 19 shop repair manual (OP 330-3 and 331-3)

NOTE: These taps are obtainable from our parts department.

Fig.1

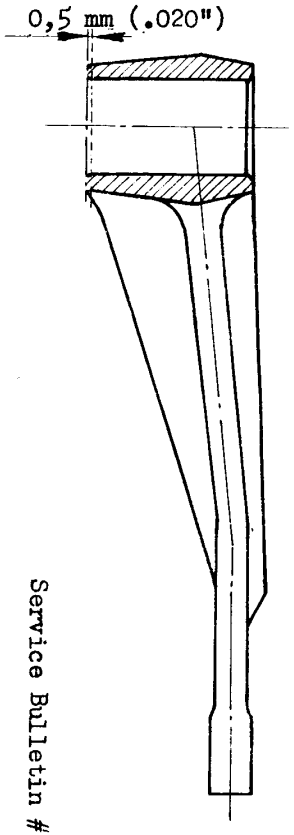
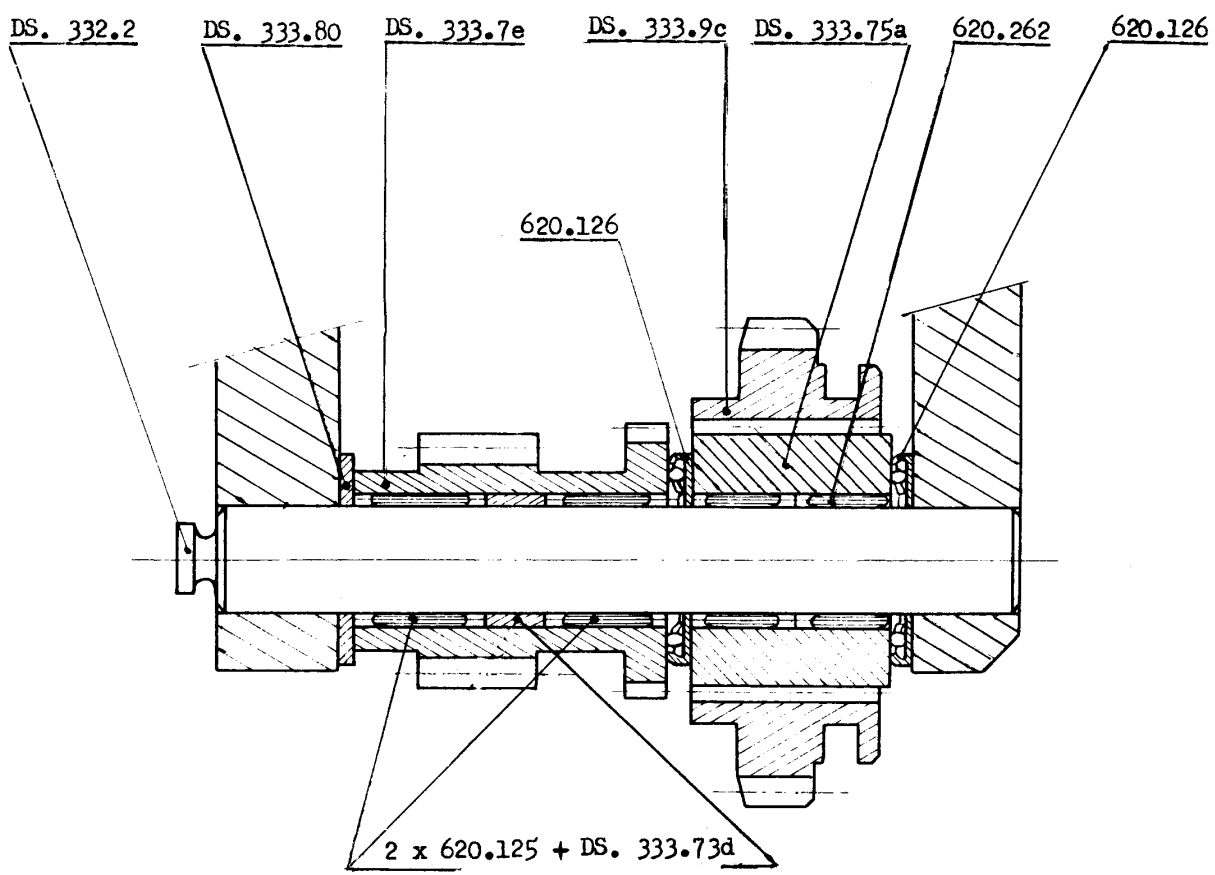


Fig.2



DS 333-040

Reverse train assembly complete

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SERVICE BULLETIN No. 99

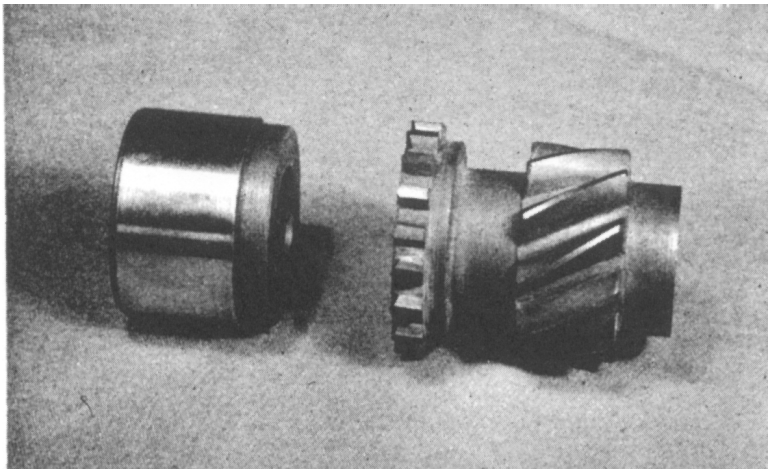
MODLES: ALL "D" SERIES (DS, DS GRAND ROUTE, ID AND STATION WAGON)

SUBJECT: GEAR BOX

MODIFIED REVERSE IDLE GEAR

The sleeve D 333-75A is modified. It has now a shoulder as shown in figure below.

The new sleeve is interchangeable with the previous one without any further modification. For the assembly, the shoulder on the sleeve must face the reverse idler gear D 333-7A, as shown below.



SERVICE BULLETIN # 102

MODLES: ID STATION WAGON

SUBJECT: TRIPOD DRIVE SHAFT

Currently, some Station Wagons are coming with different types of drive shafts.

The left and right differential shafts and brake discs are modified. Each differential shaft has a flange with 6 studs for mounting the brake disc and the "tripod" housing.

The former rubber mounted drive sleeve is no longer used.

SERVICE

The "tripod" drive shaft is not interchangeable with the previous type.

1) Disassembly of a "Tripod" Drive Shaft

- Remove the drive shaft
- Remove the cover plate (1 fig.I) and gasket (2 fig.I) from the "tripod" housing
- Remove the rubber boot clamp (4 fig.I) from the shaft and housing
- slide the housing (3) from the studs. This will permit removal of the balls from the pins (6 fig.2)
- Using a hook, remove the ball sleeves (7 fig.2) from the housing (3). These should slide out freely.
- Remove the circlip (8 fig.2)

- Extract the "tripod" (6) using the extractor l93l T, complete with yoke (A fig.3)
- Remove the housing (3) and the rubber boot (4)

2) Assembling the"Tripod" Drive shaft

- Replace the rubber boot (4) and the housing (3) on the drive shaft
- Replace the"tripod" (6) using extractor l93l T, with yoke B and thrust block G (fig.4)
- Push the tri-axis against the stop shoulder
- Replace the circlip (8)
- Assemble the ball sleeves (7) to the housing (3)
- Replace the balls (5) on the tri-axis (6)
- Using 7 oz. of premium bearing grease, carefully coat the tripod balls, the sleeves and pack the housing interior

CAUTION: DO NOT OVER PACK

- Replace the gasket (2) and the cover plate (1) (both fig.1)
- Bend the cover plate tabs into the groove of the housing shoulder to prevent the balls from slipping off the pins, while mounting the drive shaft to the differential
- Replace the rubber boot (4) and clamps
- Replace the drive shaft

The nuts which mount the "tripod" housing to the differential flange should be tightened to 62-80 ft/lbs.

NOTE: The repair procedure for the gear box is not affected

Fig. 1

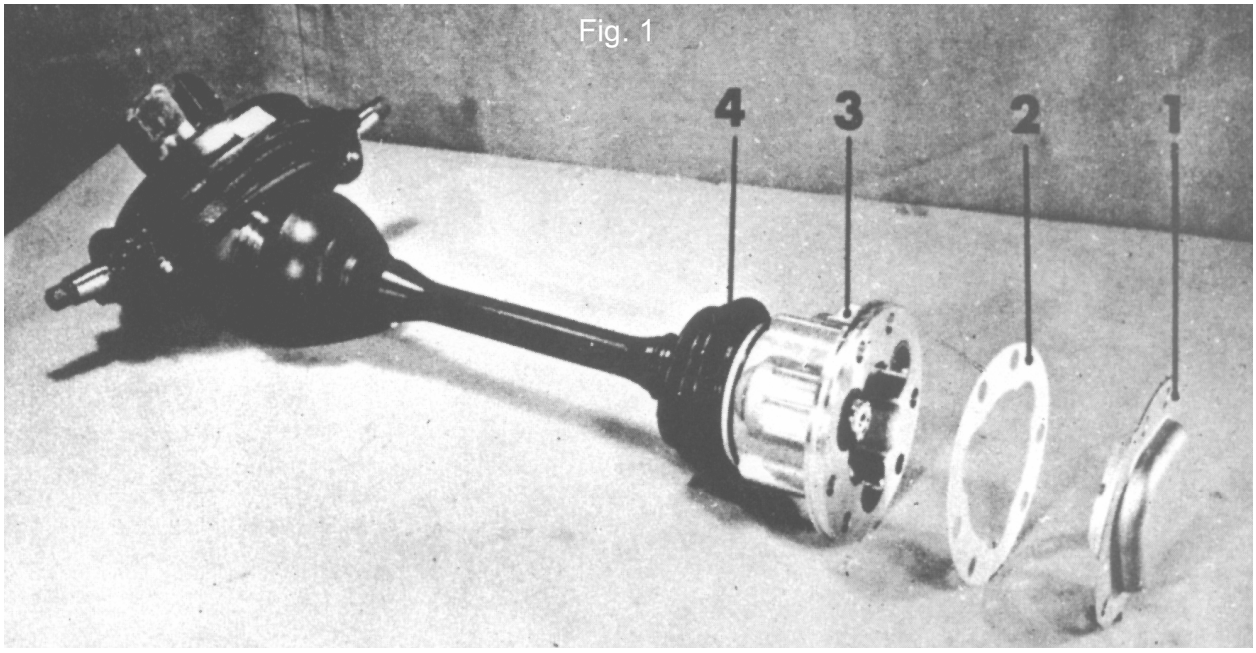


Fig. 2

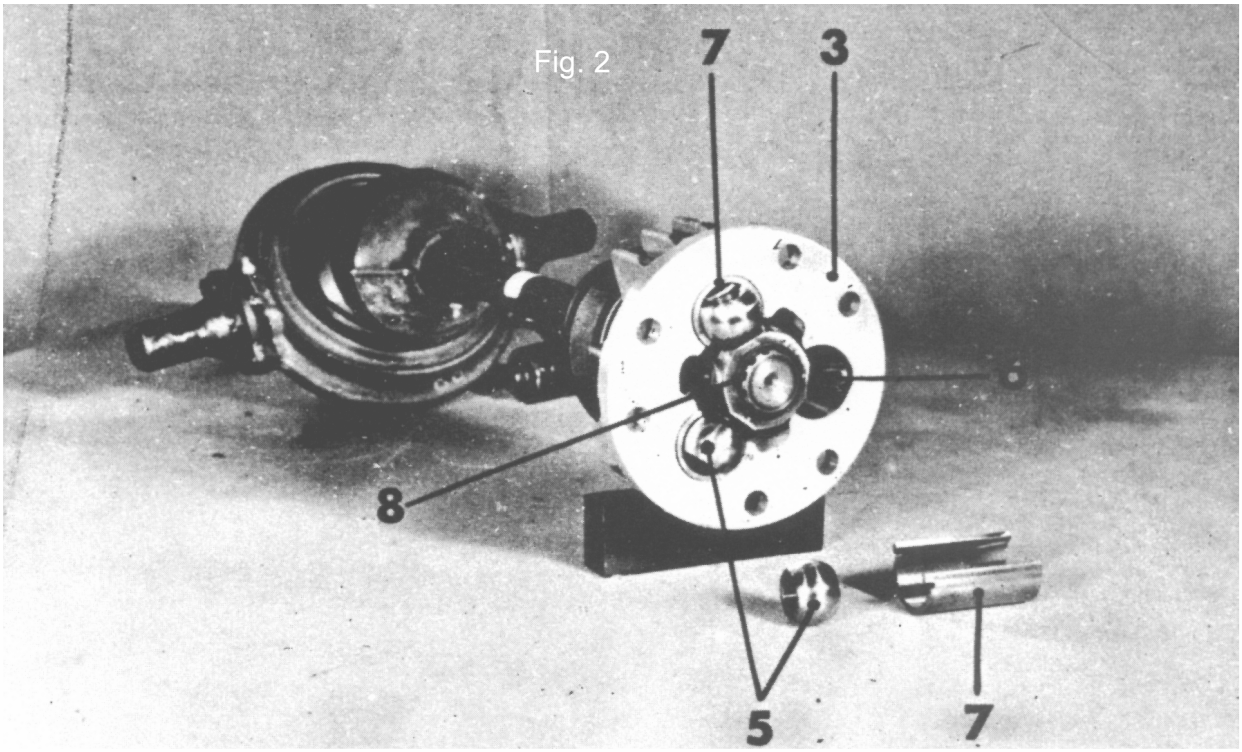


Fig 3

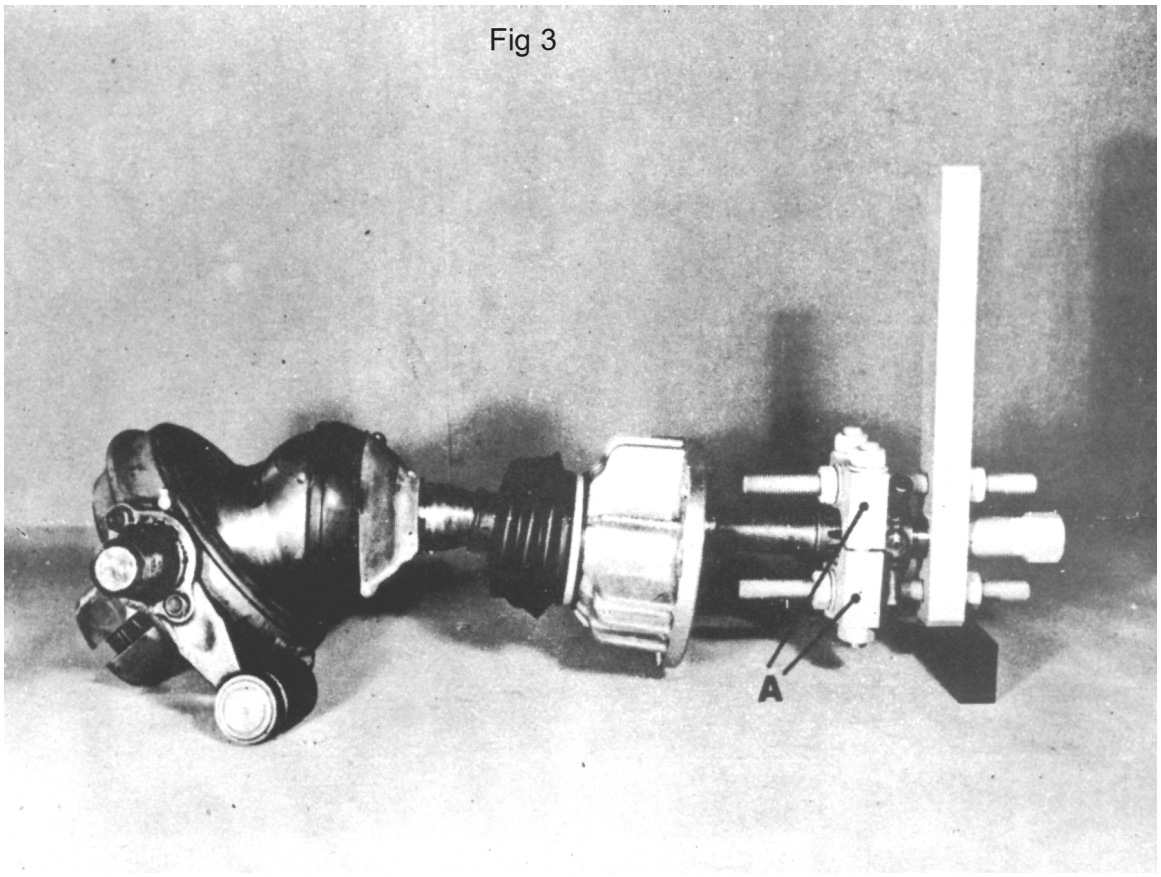
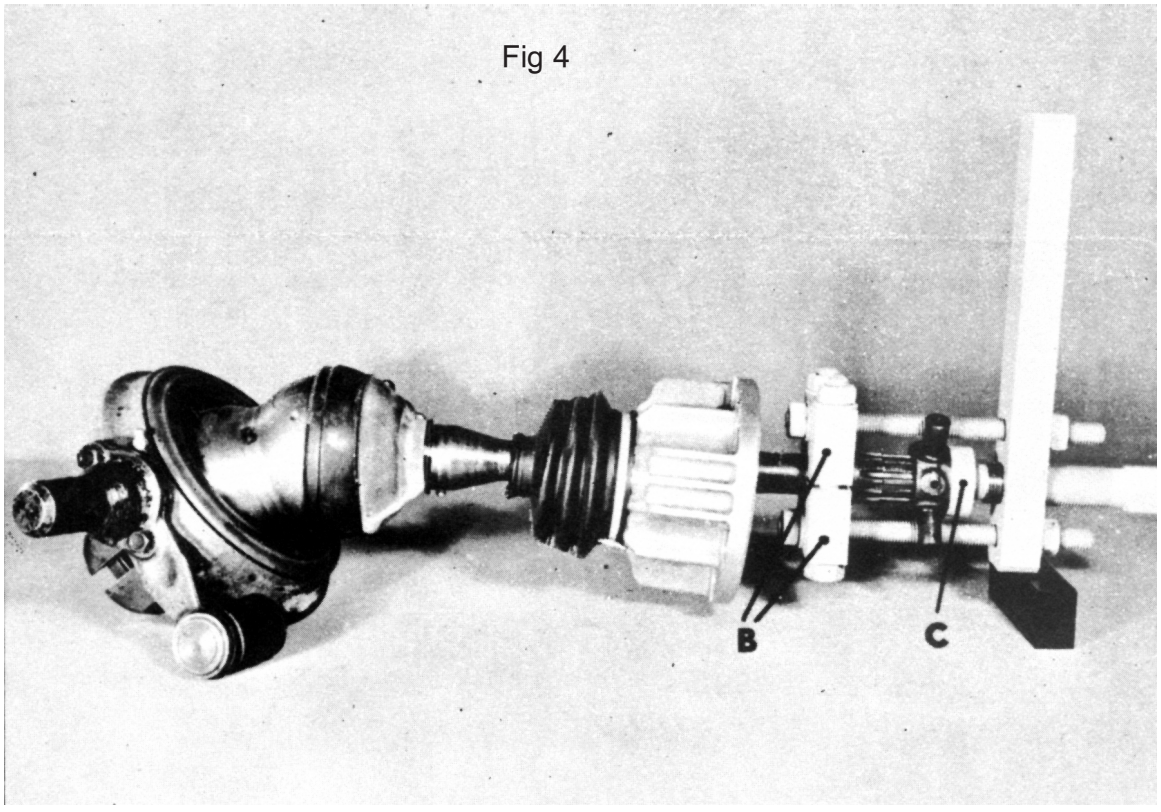


Fig 4



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SERVICE BULLETIN #102A (Addition to S.B. #102)

MODELS: ID STATION WAGON

SUBJECT: TRIPOD DRIVE SHAFT: Greasing

In case of repair or replacement of a tripod drive shaft any one of the following brands only may be used:

Manufacturer	Designation
CASTROL	Castrolease L. H.
ESSO	Esso Multipurpose Grease
GULF	Gulf Crown Grease - E.P. Special #2
MOBILOIL	Mobil Grease Special
SHELL	Retinax A
TEXACO	Texaco Multipurpose Marfak
VEEDOL	Veedol All Purpose

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SERVICE BULLETIN # 110

MODELS: 2 CV - SEDAN - TRUCKETTE
3 CV (AMI-6) - SEDAN - STATION WAGON - AK TRUCKETTE

SUBJECT GEAR BOX - Modification of the Main Shaft and Needle Bearing Seat.

The "NADELLA" type needle bearing and lock ring sold as an assembly under part No. 4176 S are replaced by an "INA" type bearing, part No. 620232 and a stop ring No. 620534.

The groove, machined in the shaft, at the entrance of the bore designed to seat the "NADELLA" bearing, is replaced by a chamfer which facilitates mounting of the stop ring No. 620534 (see figure).

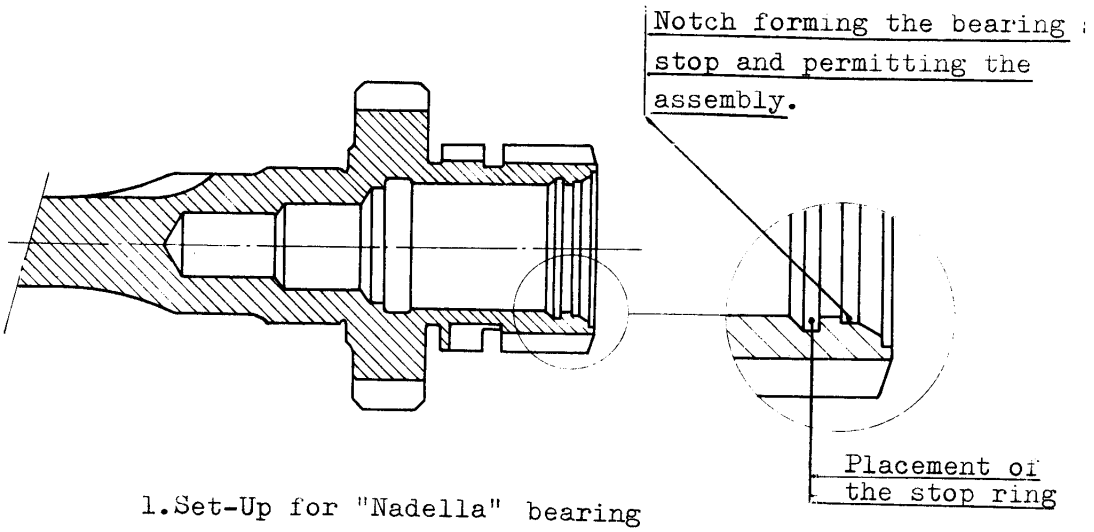
SERVICE.

It is possible to mount the "INA" bearing in a shaft having a groove. Be sure the stop ring seats well in the groove after mounting.

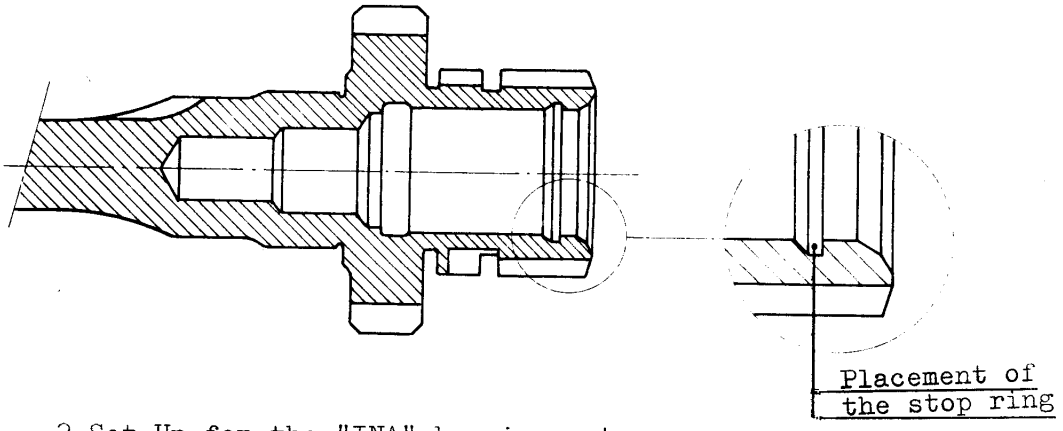
It is not possible to mount a "NADELLA" bearing in a new shaft having only a chamfer.

NT 878

M A I N S H A F T



1.Set-Up for "Nadella" bearing



2.Set-Up for the "INA" bearing set

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SERVICE BULLETIN # 112

MODELS: DS GR - ID 19 - STATION WAGON

SUBJECT: GEAR BOX - Modification of the 1st and 2nd speed selector fork shaft.

The first and second speed selector fork shaft of the gear box cover is now modified; the profiles of the three notches are different from those of the preceding shafts.

The detent ball spring is also modified.

PARTS.

Name	Old No.	New No.
Assembly of 1st & 2nd shaft and fork	DW 334-260	
1st and 2nd speed shaft		DW 334-1A
Detent ball spring	DM 334-11	DM 334-11B

SERVICE.

The old type shafts and forks were sold only as an assembly. It is possible to mount the same fork on the new shaft, but it is necessary to replace the old detent ball sprinh by a new one to comply with the notch profiles.

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20 WEST END AVENUE
NEW YORK 23, NEW YORK
JUdson 2-5920
960 NORTH LA BREA
LOS ANGELES 38, CALIF.
OLdfield 6-6610

SERVICE BULLETIN # 115

MODELS: DS-19, DS-GR, ID-19, STATION WAGON

SUBJECT: PIVOT AND DHIVESHATF ASSEMBLY

Modification of the driveshaft-pivot ring nut locking torque.

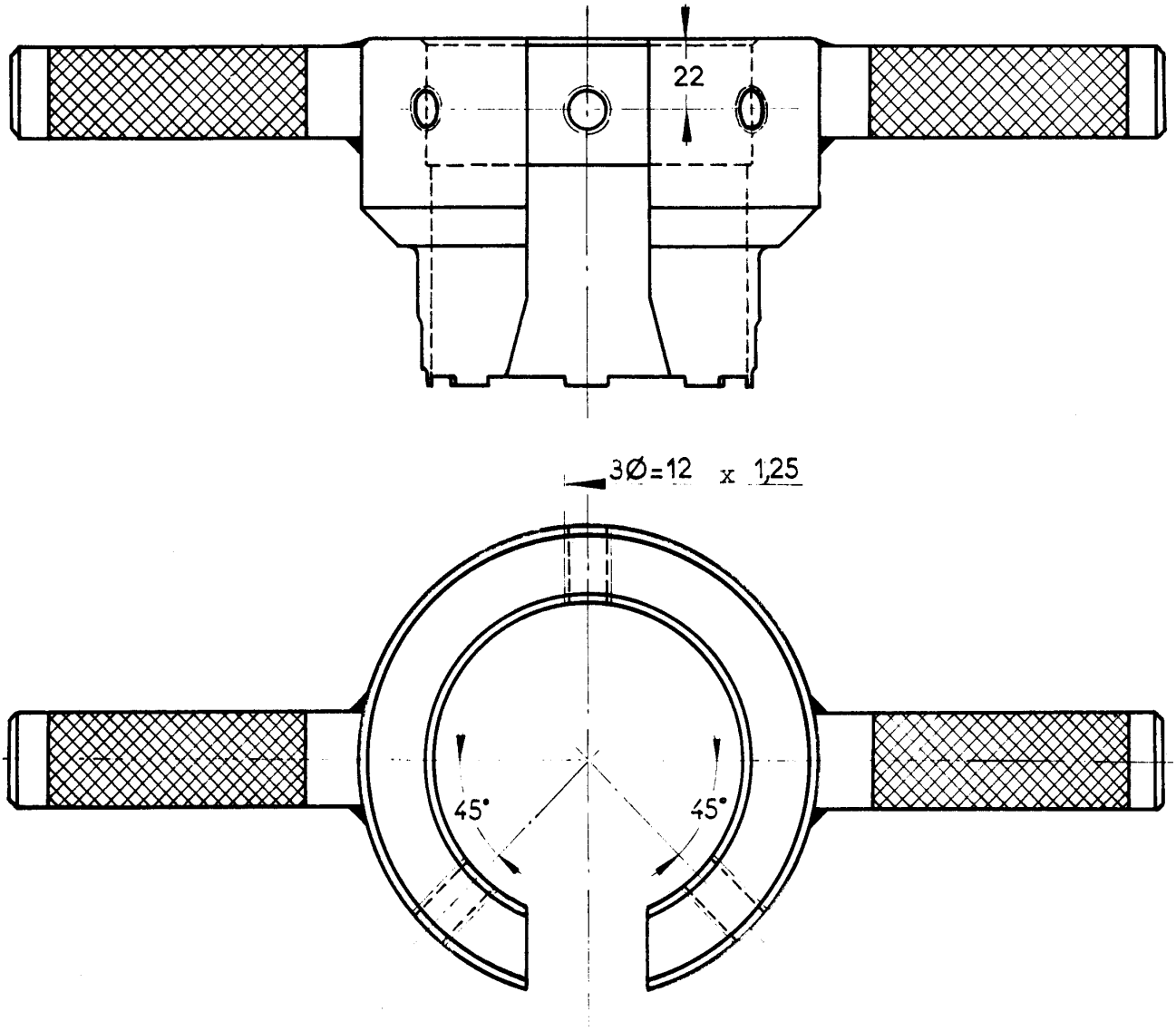
The torque applied to the ring nut coupling the driveshaft to the pivot has been changed from 40 to 55 +5/-0 m.kg (290 to 400 ft/lbs)

This torque is to be applied to all previous parts.

The spanner sold as I920-T has been replaced by the spanner 1925-T. However, it is possible to modify tool I920-T for use in emergencies; proceed as follows:

1) Replace the arms by two new arms of tough tool steel 30 mm. diameter forced on and welded.
2) Drill and tap 3 holes 12 mm x 1.25 (see figure) and place therein 5 screws (DS 451-103B) having the threaded end ground to a point of 600.
3) Use the spanner as indicated in operations DS or ID 372-1 of the Shop Repair Manuals but bring the three screws in contact with the driveshaft before turning the spanner and back off the screws as soon as the ring nut is locked or unlocked (screws are used as guides only).

Modification of the spanner 1920-T



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SERVICE BULLETIN # 115

MODEL: DS-19

SUBJECT: CONTROL OF SHIFTING
Modification on the Hydraulic Block Controlling the Shifting and Clutching.

The hydraulic block which controls the shifting and clutching is modified by:

- Creation of an exterior casting embossment at the location of the manual clutch control valve (1 fig.l)
- Replacement of the two studs fastening the shift corrector tubes by two screws (2 fig.1)
- Fastening the front cover (3 fig.2) at six points instead of four.
- Mounting of a leakage drain tube (4 fig.l) on the rear cover.
- Addition of a partition cast (5 fig.l) in the passage of the gear selector valve.
- Abolition of the seal between the sleeve and the gear selector valve.
- Addition of the seal ring (6 fig.3) between the manual clutch control housing and the rear cover.
- The end plug of the automatic clutch control pistons housing is of steel (instead of aluminum) mounted with a sliding fit in the housing.

Fig 1

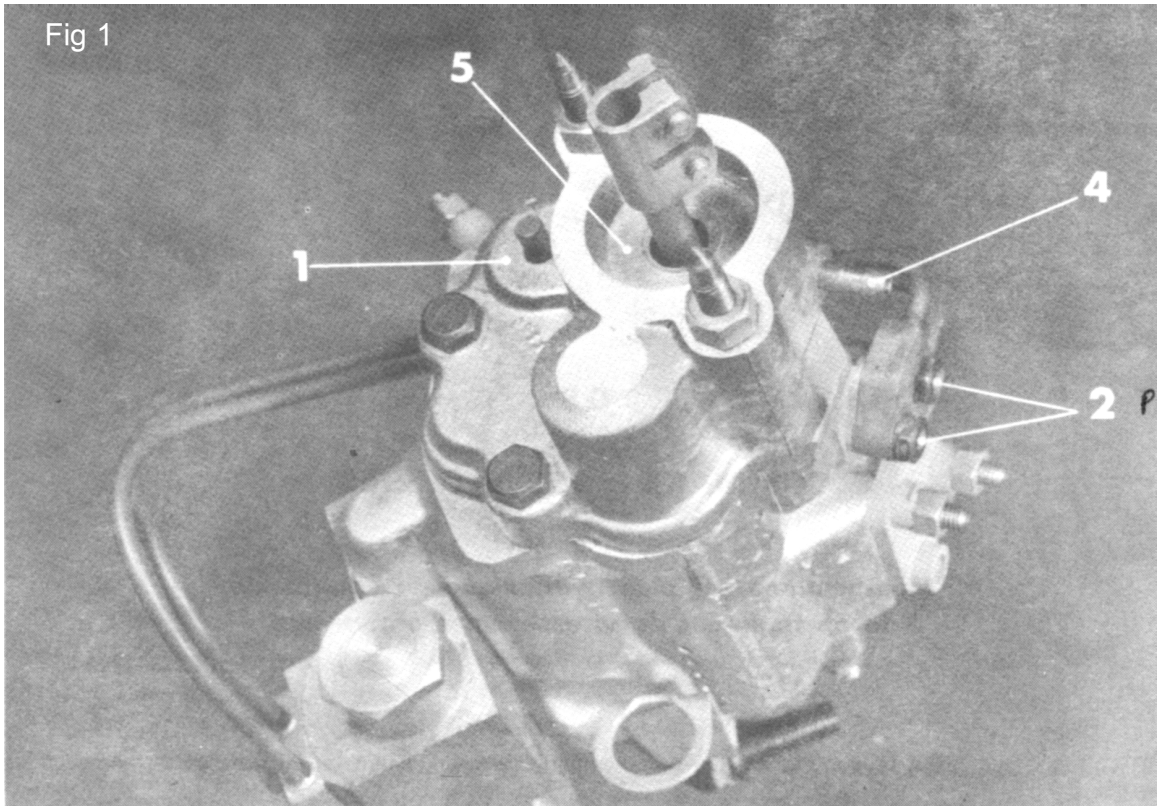


Fig 2

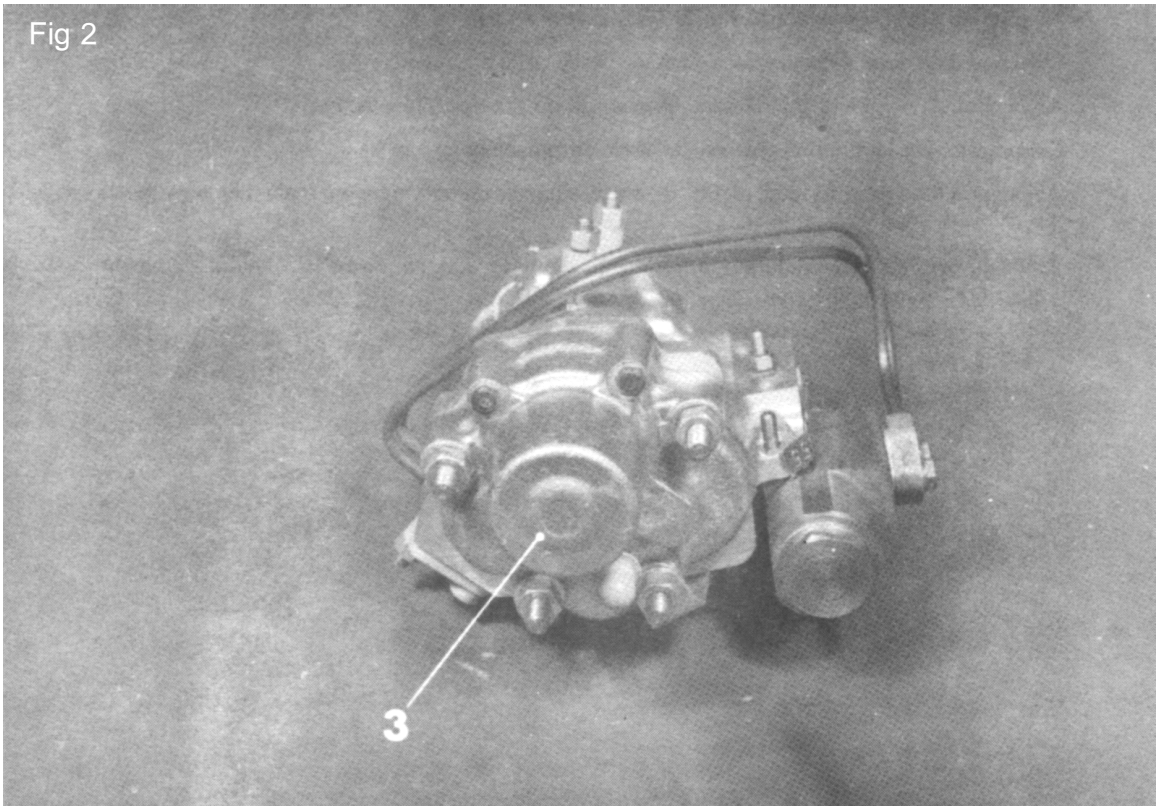
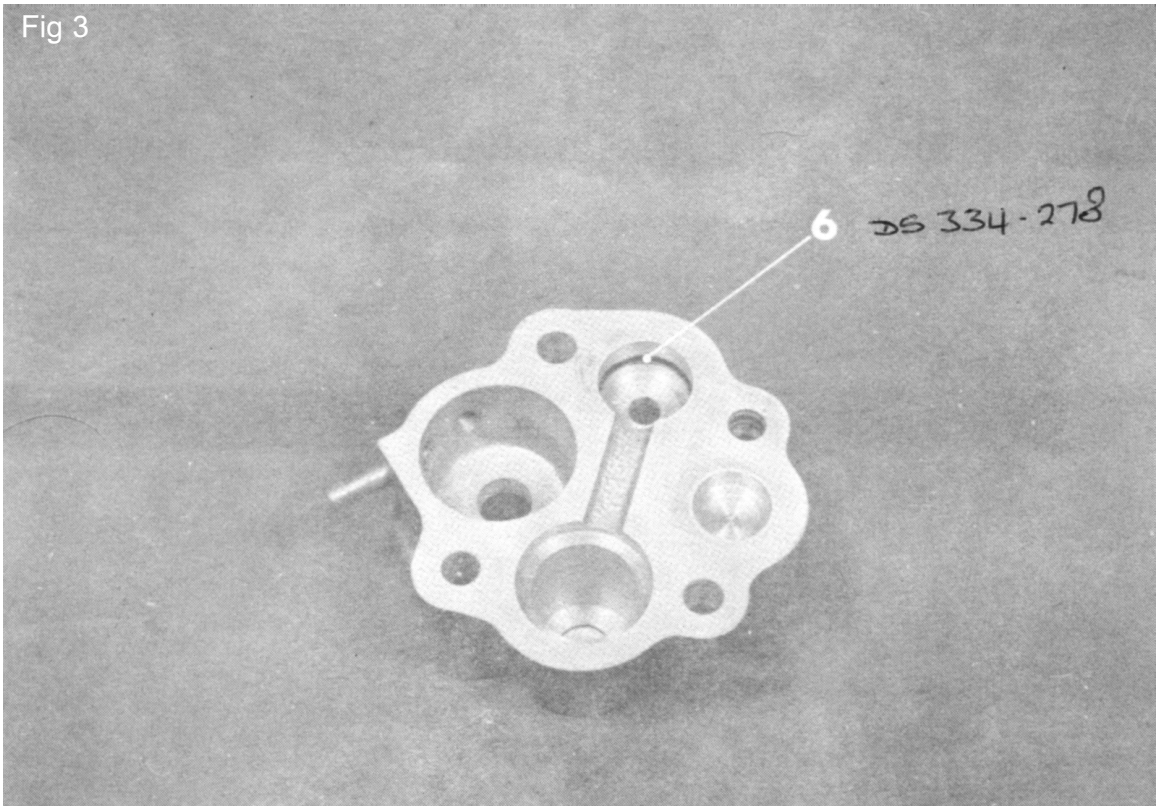


Fig 3



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SERVICE BULLETIN # B1I48

MODELS: 2CV - AZA - AZAM - AZU - AMI 6 AM - AMB - AMC - AMF - AK

SUBJECT: GEAR BOX - Clutching

The main shaft of the gear box and the clutch disc of the above listed cars are modified.

The splines of the main shaft and the clutch disc hub are replaced by teeth.

The nut A 332-4 (22x150x15.5) securing the main shaft bearing has been replaced by the nut AZ 332-4 (22x150x10.5).

SERVICE:

Removal and Replacement:

The instructions for removal, replacement and adjusting are identical to those appearing in the 2 CV shop Repair Manual No. 2147 - Edition of 1963 and the AMI 6 Repair Manual No. 490 - Edition of 1965.

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SERVICE BULLETIN # B-I49

MODELS : AM - AMB - AK

SUBJECT : DRIVE SHAFT - Ball Joints

The drive shafts of a certain number of the above vehicles are of a different model.

MODIFIED PARTS:

Drive shafts:

The double joints of the drive shafts are replaced by "multi ball" type universals at both the wheel end and the gear box end.

The splines of the hub are replaced by teeth.

Front hubs:

The splines of the front hubs are replaced by teeth.

Gear box:

The splines of the planetary gears are replaced by teeth (planetary of the P CV - part No. AZ 343-2a).
The differential shafts are modified to receive the new drive shafts and the splines are replaced by teeth.
The brake drums are modified so as to be mounted on the new differential shafts.

SERVICE:

It is not possible to mount these drive shafts on the vehicles equipped with the double jointed drive shafts. Tightening torque of the screws fastening the drive shaft and brake drum on the differential shaft: 5 m.kg.(36 ft.lbs) (to be checked at the 300 mile inspection). Tightening torque of the hub nut: 35- 40 m.kg (253-289 ft/lbs) (faces and filets greased).

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December 20, 1966

SERVICE BULLETIN # B-173

MODELS: DS 21M(DJ) / DS l9Ma(DL) / SW 21(DJF) / DS 19 a (DLF)

SUBJECT: SHIFT CONTROL LINKAGE

The axis pin (DJ 334-8l) of the gear selection return lever is now of increased diameter.

The cable anchorage support (DJ 33LL-133) and the upper gear box cover (DJ 331-16) are modified (the diameter of the hole for passage of the pin is increased).

SERVICE:

In case of replacement of a cover or an anchor support, the new part number is indicated below.

Name of Part	Old Number	New Number
Upper cover of gear box	DJ 331-16	DJ 331-16a
Cable anchorage support	DJ 334-155	DJ 334-155a
Return lever pin	DJ 334-81	DJ 334-81a
Return lever washer	619161	619062
Return lever Nylstop nut	615904	615906

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Jan 16, 1967

SERVICE BULLETIN# B-I74

MODELS: DS 21(DX-DJ) / DS 19a(DY/DL) / SW 21(DJF) / SW 19a(DLF)

SUBJECT: GEAR BOX Improvement - 3rd Speed Engagement

The 3rd and 4th speed synchronizer, as well as the 3rd speed pinion have been modified. The form of the engagement teeth on both pieces has been changed.

Identification of the New Parts

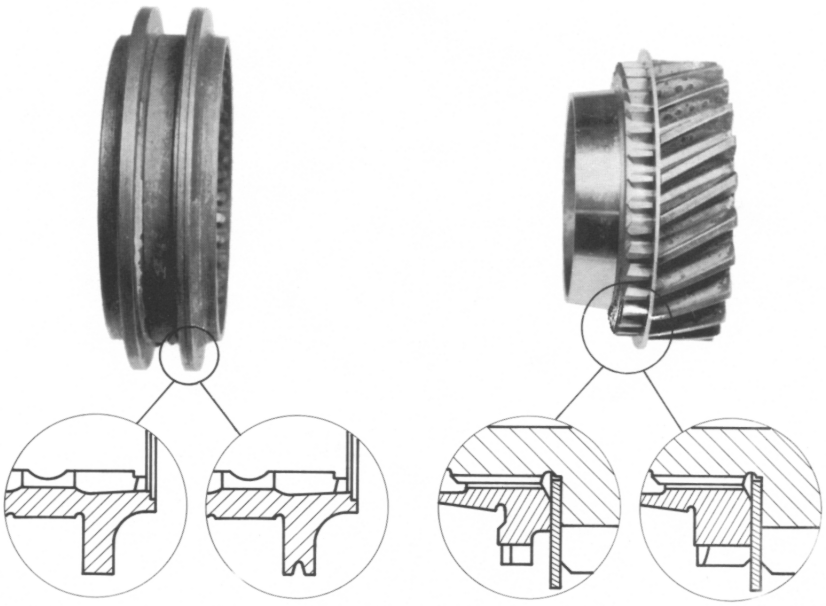
1) The synchronizer has a grove on the collar facing 3rd speed.

2) The engagement teeth of the 3rd speed pinion are longer than those of the former pinion. On the former pinion a groove exists between the engagement teeth and the washer placed between these teeth and the teeth of the pinion. This groove has been eliminated en the new part.

SERVICE:

The new synchronizer, DX 335-06a, and the new 3rd speed pinion, DX 333-8b, must necessarily be mounted as an assembly. It is not possible to mount one of the new parts with either of the old parts.

Until the supply is exhausted, it is possible to use the old parts on models with hydraulic shifting control (Aero Super). The new parts should be used for the models with mechanical shifting control (Grand Route).



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January 18, 1967.

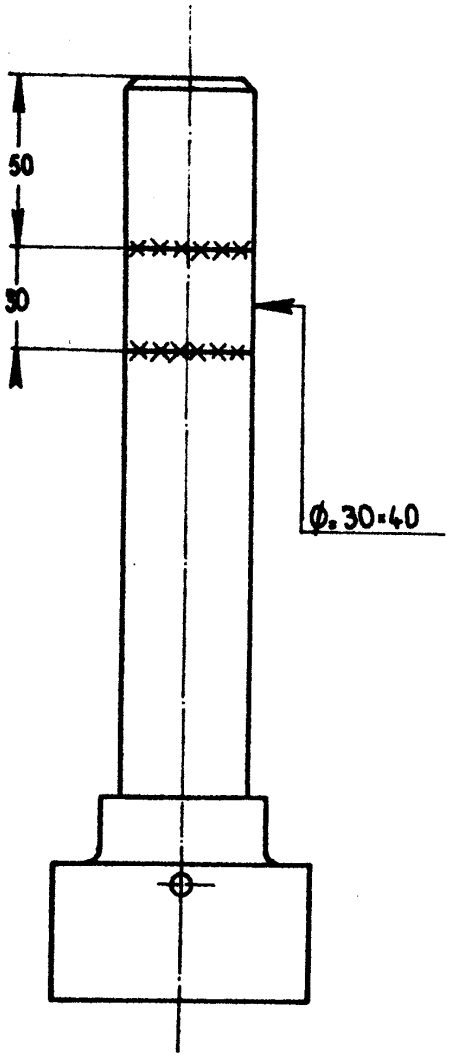
SERVICE BULLETIN # B-179

MODELS: DS 21(DX-DJ) / DS 19a(DY-DL) / SW 21(DJF) / SW 19a(DLF) / ID 19b(DV)

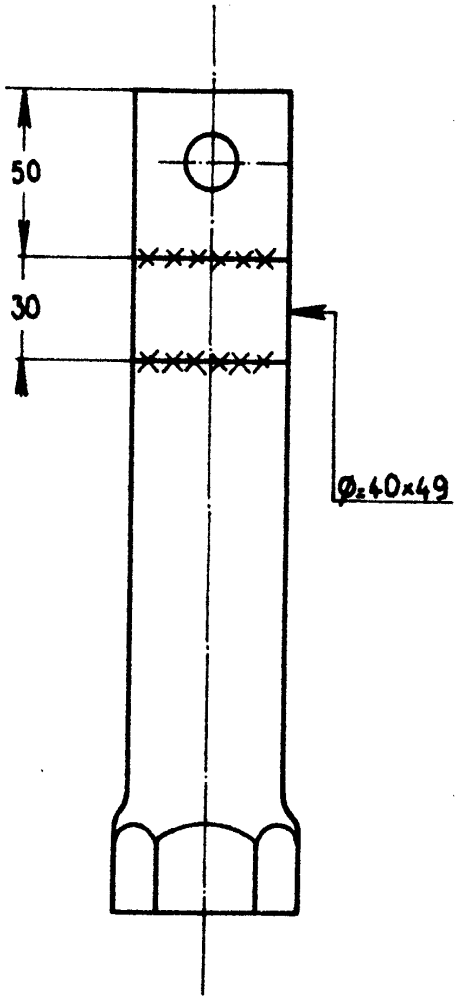
SUBJECT: GEAR BOX - Modification of tools

The tools necessary to disassemble and reassemble the differential shafts on the above mentioned models are the spanners 1767-T bis, 1770-T bis and 1771-T bis.

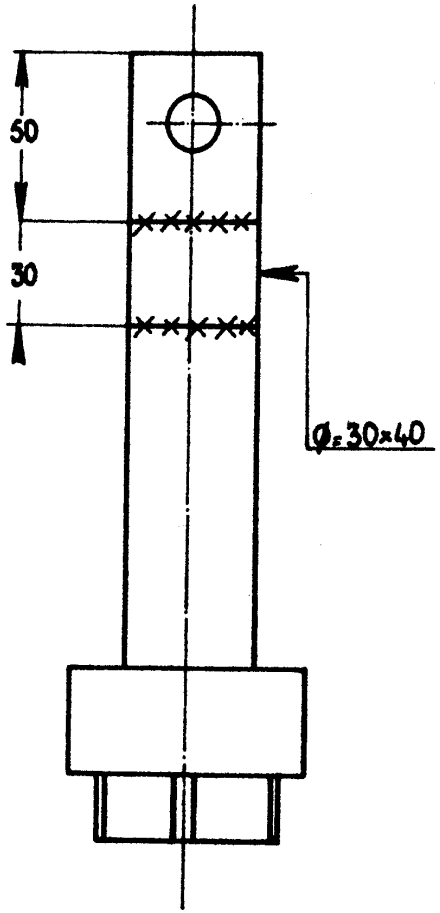
The tools 1767-T, 1770-T and 1771-T, suitable for the DS and SW previous to 1966 models as well as the ID previous to 1967 models, can be modified for use on the new models. It is sufficient to increase their length 30mm (1.18") as indicated in the drawings attached.



1767-T modified



1770-T modified



1771-T modified

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January l8, 1967

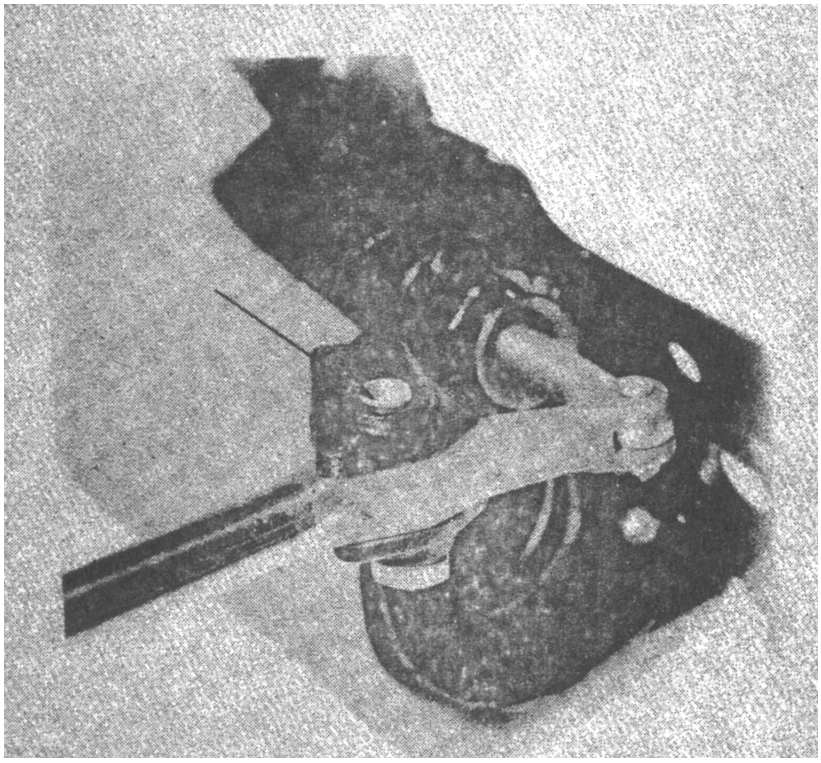
SERVICE BULLETIN # B-181

MODELS: DS 2lM (DJ) / DS l9Ma(DL) / SW 21(DJF) / SW 19a(DLF) / ID19b (Dv)

SUBJECT : Mechanical shift control

The shifting control shaft (DJ 334-4) of the above-mentioned models is modified. The shouldered pin of the shift lever at the dashboard is replaced by a threaded pin. The lower part of the stirrup straddling the shift lever is tapped to receive the threaded pin.

After setting in place, the end of the pin is expanded to prevent its rotation.



SERVICE:

To remove the threaded pin, loosen it. The expanded collar at the end of the pin will break itself. When remounting the pin, tighten it just to the point where the stirrup binds the lever. Expand, or peen, the end of the pin, then loosen it slightly until the lever moves freely in the stirrup. It is possible to replace the old type shift control by a new type provided the shouldered pin is replaced by the threaded pin.

Note: Instead of peening the threaded pin, it is possible to prevent its rotation by using "Loctite" grade "AA".

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February 10, 1969

SERVICE BULLETIN # B-182

MODELS: DS 21M(DJ) / DS l9Ma(DL) / SW 21(DJF) / SW 19a(DLF) / ID 19b(Dv)

SUBJECT: Shifting control

On the above models, the shouldered pin which attaches the shift control rod to the return lever is now elongated. Its corresponding nut is replaced by a "Nylstop" nut.

PARTS:

Name	Old number	New number
Shouldered pin	DM 334-75	DJ 334-75
Nut	2493-S	615904

SERVICE:

It is possible to replace the old parts by the new without any other modification.

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February 29, 1968

SERVICE BULLETIN # B-215

MODELS: AMI 6 / AM - AMB - AMF - AMC / Truekette AK

SUBJECT: GEAR BOX,

The gear boxes mounted in the above mentioned models have been modified.

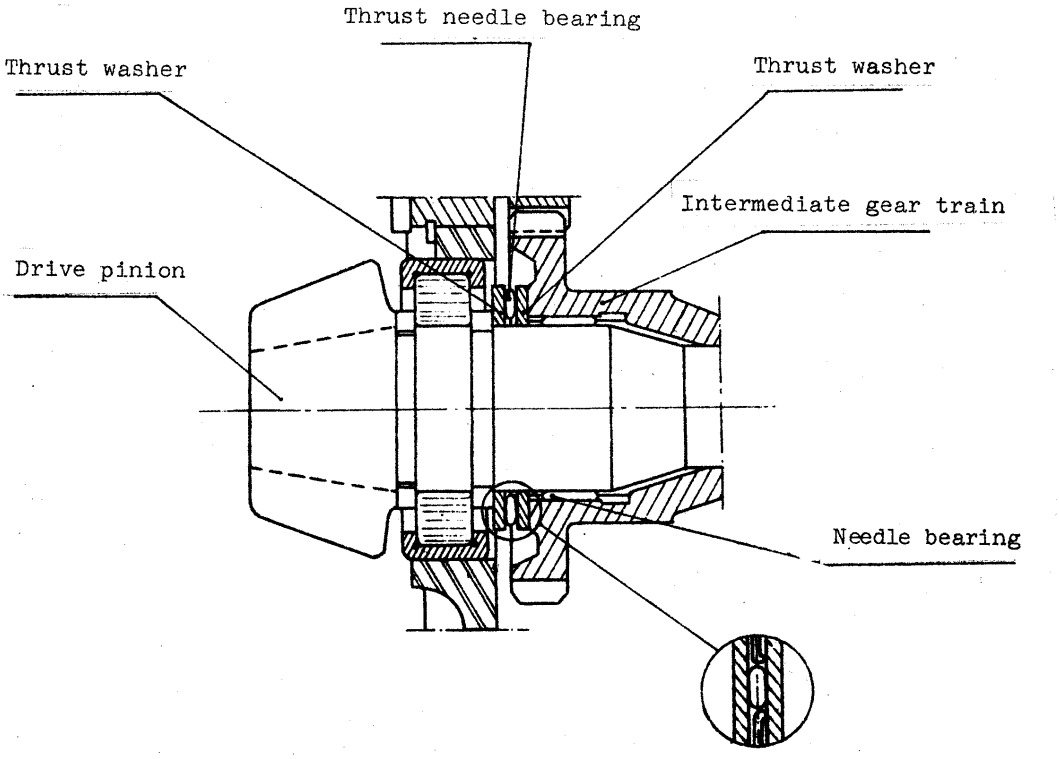
The thrust needle bearing 620229 is mounted BETWEEN TWO THRUST WASHERS (AM 333-330 to AM 333-225). These thrust washers should be chosen so as to obtain a lateral clearance of the intermediate gear train comprised between 0.10 and 0.20 mm (0.004" - 0.008").

On the drive pinion of the ring gear set AM344-01b, the diameter of the bearing surface of the thrust needle bearing and the bearing surface of the caged needle bearing of the intermediate gear are identical.

The bore of the caged needle bearings of the intermediate gears AM 333-5b or AK 333-5a is larger.

The front caged needle bearing of the intermediate gear 620202 (25x29x18.2) is replaced by a caged needle bearing 620319 (29.5x33.5x18.2)

SERVICE: The new parts can only be mounted as an assembly in the gear boxes of cars produced earlier. The instruction for reconditioning and adjustment of the new gear boxes are identical to those outlined in the Shop Repair Manual No.490, 1965 Edition.



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February 29, 1968

SERVICE BULLETIN: B-217

MODLES: 2CV / AZA - AZU

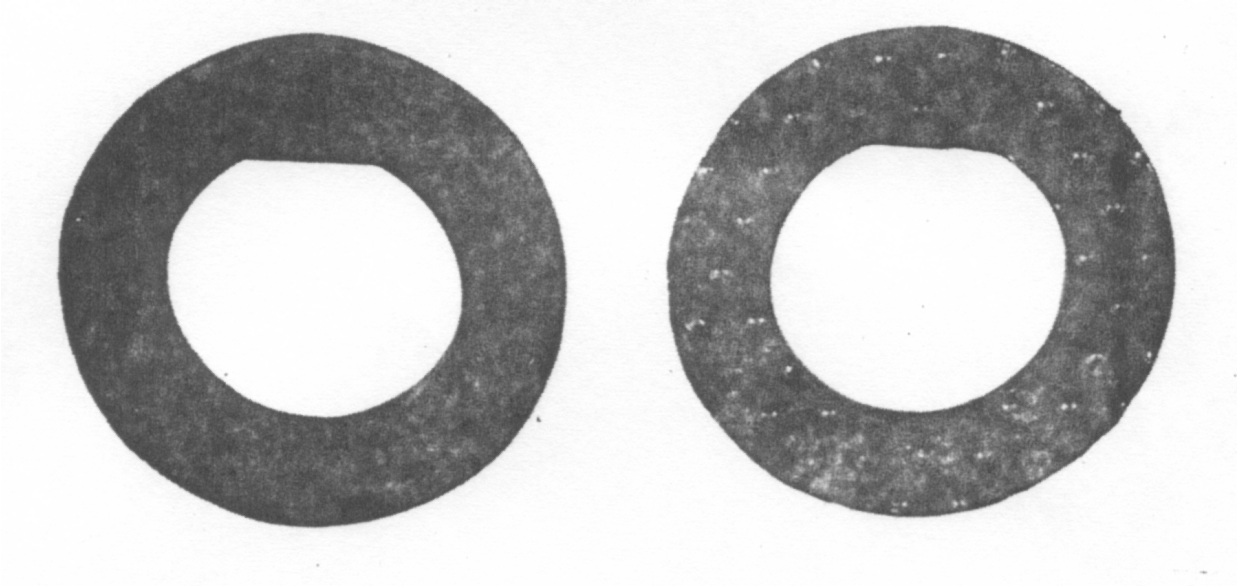
SUBJECT: GEAR BOX - Intermediate Gear Train

The gear boxes mounted in the above mentioned models are now modified.

The stationery bronze thrust washer A 333-95, 4mm (0.158") thick at the front of the intermediate gear train, is replaced by a steel washer AZ 333-95b, 2.40mm(0.094") thick coated with an anti-friction alloy.

The intermediate gear train, A 333-5, is replaced by the gear train AZ 333-5 on which the posture of the surface facinh the thrust washer has been modified according to the thickness of the new washer AZ 333-95b.

SERVICE: The washer AZ 333-95b CAN BE MOUNTED ONLY with the intermediate gear train AZ 333-5.



Old Model

New Model

IMPORTANT: The thrust washer surface having the spherical pitting must IMPERATIVELY be mounted facing the intermediate gear train.

NOTE: The thrust washer AZ 333-95b is mounted in the gear boxes of the AY models with the intermediate gear train AY 333-5.