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ABONNEMENT GME

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PRESENTATION

● 1997 MODEL YEAR RANGE

MAN 108931

GB

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AUTOMOBILES CITROËN
DIRECTION COMMERCE EUROPE
DOCUMENTATION APRÈS VENTE

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PRESENTATION : 1997 MODEL YEAR RANGE FOR EUROPE

1 – INDEX

Countries applicable :

F = France	DK = Denmark	NL = Holland	GR = Greece
D = Germany	SP = Spain	P = Portugal	S = Sweden
A = Austria	FIN = Finland	N = Norway	CH = Switzerland
B = Belgium	I = Italy	GB = Great Britain	

Ref. letters used in the tables "range of commercial vehicles" :

(a) = automatic gearbox	(d) = emission standards
(m) = manual gearbox	L = CEE93
(l) = "long" gearbox	L3 = CEE96
(f) = fiscal rating in "HP"	Y = US87
	Z = US83

2 – COMMERCIAL RANGE OF CITROEN XM VEHICLES – SALOON

Vehicle		Engine		Gearbox	Countries applicable														
Official designation	Trim level	Plate (d) Type	Power in kW (in HP)	Reference Type	F (f)	D	A	B	DK	SP	FIN	I	NL	P	N	GB	GR	S	CH
CITROEN XM 2 l injection (1998 cc) :																			
Y4–CZ	SX	RFV (L3) XU10J4R	97.4 (135)	20TA98 BE3 (m)	X (10)	X		X	X	X	X		X		X	X		X	X
	VSX											X					X		
Y4–TV	SX			20GZ1E 4HP18 (a)	X (10)	X			X		X		X		X	X		X	
Y4–TX	SX			20TA09 BE3 (m) (l)	X (7)														
CITROEN XM 2 l turbo – injection (1998 cc) :																			
Y4–GG	SX	RGX (L3) XU10J2TE	108 (150)	20GM32 ME5T (m)					X				X			X			
	VSX				X (9)	X	X	X		X	X	X	X		X	X	X	X	X
	EXCLU-SIVE							X				X		X		X			
Y4–TT	SX			20GZ1D 4HP18 (a)					X				X			X			
	VSX				X (9)	X	X	X			X		X		X	X	X	X	X
	EXCLU-SIVE							X				X				X			

Vehicle		Engine		Gearbox	Countries applicable														
Official designation	Trim level	Plate (d) Type	Power in kW (in HP)	Reference Type	F (f)	D	A	B	DK	SP	FIN	I	NL	P	N	GB	GR	S	CH

CITROEN XM 6 cylinders (2963 cc) :

Y4-GN	VSX	UFZ (L3) ZPJ	123 (170)	20KM01 MG5TB (m)	X (16)	X			X	X			X					X	X
	EXCLU-SIVE				X (16)	X													
Y4-GP		UFY (L3) ZPJ	120 (166)					X											
Y4-TP				20GZ5E 4HP18 (a)				X											
Y4-TR	VSX	UFZ (L3) ZPJ	123 (170)		X (16)	X			X	X			X					X	X
	EXCLU-SIVE				X (16)	X	X		X			X	X						X
				20GZ7E 4HP18 (a)	X (16)											X			

CITROEN XM 6 cylinders 24V (2963 cc) :

Y4-GU	EXCLU-SIVE	UKZ (L3) ZPJ4	147 (200)	20KM01 MG5TB (m)	X (16)	X	X	X	X	X		X	X	X					X

CITROEN XM turbo D12 (2088 cc) :

Y4-CX	SX	PHZ (Y) XUD11ATE (*)	80 (110)	20GZ7D 4HP18 (a)		X									X			X	
	VSX					X	X												X
Y4-TD	SX	P8B (L) XUD11ATE (*)											X			X			
	VSX				X (6)			X					X			X			
	EXCLU-SIVE				X (6)			X				X				X			
Y4-GZ	SX	P8C (L3) XUD11BTE		20GM31 ME5T (m)	X (6)	X	X	X		X			X		X	X		X	
	SX for conversion into ambulance				X (6)														
	VSX				X (6)	X	X	X				X	X			X			X
	EXCLU-SIVE													X					

Version gradually replaced by XUD11BTE/L3, P8C 44HP18, 20GZ5D automatic gearbox.

CITROEN XM 2,5 l turbo diesel (2446 cc) :

Y4-NZ	VSX	THY (L3) DK5ATE	94.5 (130)	20KM02 MG5TB (m)	X (7)	X	X	X		X		X	X		X	X		X	X
	EXCLU-SIVE				X (7)	X	X	X				X		X		X			

3 – COMMERCIAL RANGE OF CITROEN XM VEHICLES – ESTATE

CITROEN XM 2 l injection (1998 cc) :

Vehicle		Engine		Gearbox	Countries applicable														
Official designation	Trim level	Plate (d) Type	Power in kW (in HP)	Reference Type	F (f)	D	A	B	DK	E	FIN	I	NL	P	N	GB	GR	S	CH
Y4–GB	SX	RFV (L3) XU10J4R	97.4 (135)	20GM36 ME5T (m)	X (10)	X		X	X		X		X		X	X		X	X
Y4–TU				20GZ1E 4HP18 (a)		X							X		X	X		X	

CITROEN XM 2 l turbo – injection (1998 cc) :

Y4–GM	SX varebiler	RGX (L3) XU10J2TE	108 (150)	20GM33 ME5T (m)											X				
	VSX				X (9)	X		X	X			X	X	X		X		X	X
Y4–TS				20GZ1D 4HP18 (a)	X (9)	X		X	X			X	X			X		X	X

CITROEN XM 6 cylinders (2963 cc) :

Y4–GR	VSX	UFZ (L3) ZPJ	123 (170)	20KM01 MG5TB (m)	X (16)	X				X			X						X
				20KM00 MG5TB (m)												X			
Y4–TN				20GZ5E 4HP18 (a)	X (16)	X							X						X
				20GZ7E 4HP18 (a)												X			

CITROEN XM turbo D12 (2088 cc) :

Y4–CY	SX	PHZ (Y) XUD11ATE (*)	80 (110)	20GZ7D 4HP18 (a)		X									X			X	
	VSX					X	X												X
Y4–MZ	SX	P8C (L3) XUD11BTE		20GM31 ME5T (m)	X (6)	X	X	X		X					X			X	X
	SX – varebiler														X				
	VSX				X (6)	X	X	X					X	X		X			
Y4–NW		P8B (L) XUD11ATE (*)		20GZ7D 4HP18 (a)	X (6)			X					X			X			

Version gradually replaced by XUD11BTE/L3, P8C 4HP18, 20GZ5D automatic gearbox.

CITROEN XM 2,5 l turbo diesel (2446 cc) :

Y4–NY	VSX	THY (L3) DK5ATE	94.5 (130)	20KM02 MG5TB (m)	X (7)	X	X	X				X	X		X	X		X	X
	VSX – varebiler														X				

MECHANICAL DEVELOPMENTS : 1997 MODEL YEAR RANGE

1 – ENGINE TYPES

Engines no longer fitted :
- engine XUD 11A/L (PJZ) : CITROEN XM 2.1 D12
- engine XU10J2 : CITROEN 2.0 injection, 8(*) valves (ended with Model Year 1995)

NOTE : (*). Vehicles marketed for distant export ; from the 1995 Model Year onwards.

2 – EMISSION STANDARD L3

From 1997 onwards, the emission standard L3 will be mandatory, for petrol and diesel engines, in all the EEC (European Economic Community) countries (European standards EURO 96).

The emission standard L3 is stricter than the Z; L; Y emission standards.

2.1 – Petrol vehicles

Standardization of the L3 emission standards to all vehicles (all countries, all destinations).

Application : all petrol engine types (except XM V6.24S).

Applicable : 1997 Model Year.

WARNING : Only the CITROEN XM V6.24S will be marketed in the version for emission standard Z (American standard US 83).

Specific elements (reminder) :
- injection ECU
- catalytic converter (increased impregnation in precious metals)

2.2 – Diesel vehicles

Standardization of the L3 emission standards to all vehicles (all countries, all destinations).

2.2.1 – Engine XUD 11BTE/L3 (P8C)

Specific elements (reminder) :
- exhaust gas recycling valve
- catalytic converter

2.2.2 – Engine DK5ATE/L3 (THY)

Specific elements :
- injection ECU (not interchangeable with the version L and Y injection E.C.U.'s)
- air pressure sensor
- exhaust gas recycling valve
- catalytic converter
- inlet manifold connection (with throttle butterfly housing)
- electrovalve gradually operating the throttle butterfly housing located on the inlet manifold
- air flow meter (downstream of the air filter)

3 – EVOLUTION OF INJECTION E.C.U.'S

Emission standards (reminder) :
- K = 1504
- L = CEE 93
- Y = US 87
- Z = US 83
- L3 = EURO 96

4 – INJECTION SYSTEM

4 cylinder injection engine (1998 cc) :

Engine : legislation type. Research type	Gearbox	Emission standards	Coded anti-theft device	Injection system	
				Supplier ; type	E.C.U. references. ("EPROM" reference)
RFV XU10J4R	BVM	L-Z-L3	None	BOSCH MP 5.1.1. Prior to RPO No. 7146	0261200690 (1267358901)
			With		0261204064 (2227355984)
	BVA		None		0261203595 (1267358902)
			With		0261203596 (1267358314)
	BVM. BVA	L3	None	BOSCH MP 5.2. From RPO N° 7147	0251204082
			With		
RGX XU10J2TE	BVM. BVA	L3	With or without	BOSCH MP 3.2	0261200808 (10373552984)

BVM : manual gearbox.

BVA: Automatic Gearbox.

6 cylinder injection engine (2963 cc) :

Engine : legislation type. Research type	Gearbox	Emission standards	Injection system	
			Supplier ; type	E.C.U. references
UFZ UFY ZPJ	BVA	L3	SIEMENS FENIX 3B	S111 700 212E
	BVM			S111 700 112E
UKZ ZPJ4	BVM	Z-L	SIEMENS FENIX 4	S101 800 102F

BVM : manual gearbox.

BVA: Automatic Gearbox.

4 cylinder Turbo Diesel engine :

Engine : legislation type. Research type	Gearbox	Emission standards	Injection system	
			Supplier ; type	E.C.U. references (index label)
P8C XUD11BTE	BVM	L3	LUCAS DIESEL EPIC	XUDLC01 R04010019A (9627453880)
THY DK5ATE		L	BOSCH MSA 11 3.6	0281001212 (L18) (L18)
		L3	BOSCH MSA 11 7.6	0281001336 (L3 16)

BVM : manual gearbox.

5 – ENGINE XU10 J4R (RFV)

5.1 – Injection system

Applicable since R.P.O. number : 7147.

The BOSCH MP 5.2 injection system replaces the BOSCH MP 5.1.1 injection system.

Specific elements :

- injection E.C.U. equipped with a new generation of "Flash–Eprom" memories replacing the "Eprom" type memories
- engine wiring harness
- oxygen sensor
- canister discharge electrovalve

WARNING : The E.C.U.'s of the two injection systems BOSCH MP 5.2 and BOSCH MP 5.1.1 are not interchangeable.

Special feature of "Flash–Eprom" memory :

- can be erased electrically (without dismantling)
- can be re–programmed electrically (without dismantling)

The memory can be domnloaded by means of a diagnostic tool, through a "DOWNLOADING" procedure.

With this procedure, the contents of the memory of an E.C.U. equipped with this new generation of memories can be modified.

5.2 – Sump

Vehicle concerned : CITROEN XM 2.0 injection, 16 valves (1998 cc). "Saloon" version (vehicle with or without air conditioning).

The oil pans are equipped with 2 ribbed reinforcement pieces which enable the stiffening of the connection between the engine and the gear box.

The oil capacities remain the same.

Oil capacity = 4.25 litres ; oil filter change.

This disposition requires a new tool to block the engine flywheel.

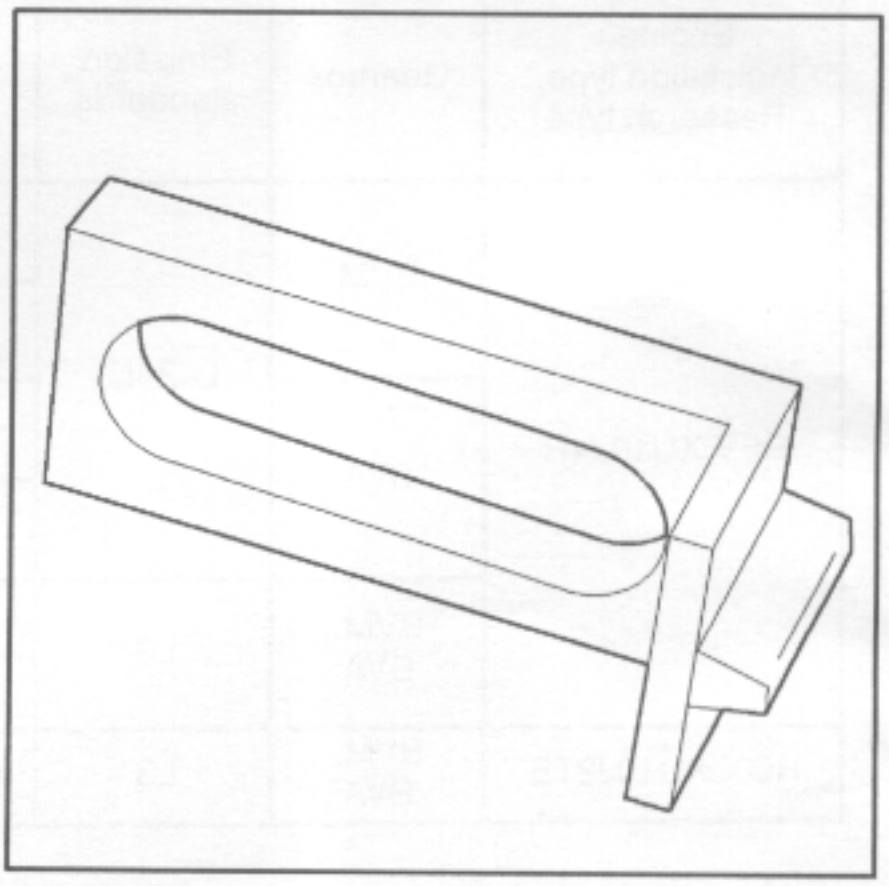


Fig : E5AP03LC

9044–T flywheel stop.

5.3 – Support for auxiliary equipment

Auxiliary equipment support of CITROEN XANTIA XU10 J4R engine now also fitted to CITROEN XM.

This support for auxiliary equipment in cast iron allows the mounting of the alternator with double lug fixing (4 fixing points).

5.3.1 – Later assembly

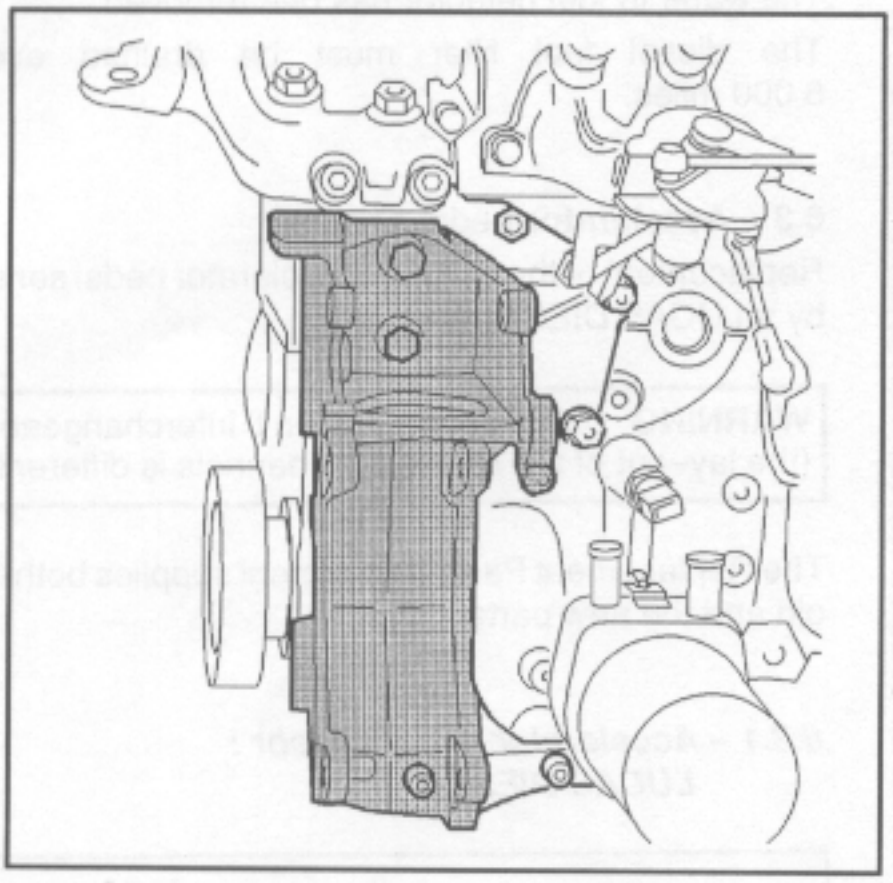


Fig : E1AP033C

Special features :
- single bracket for the high pressure pump and the alternator
- new accessory drive
- 4 fixing point alternator

5.3.2 – Earlier assembly

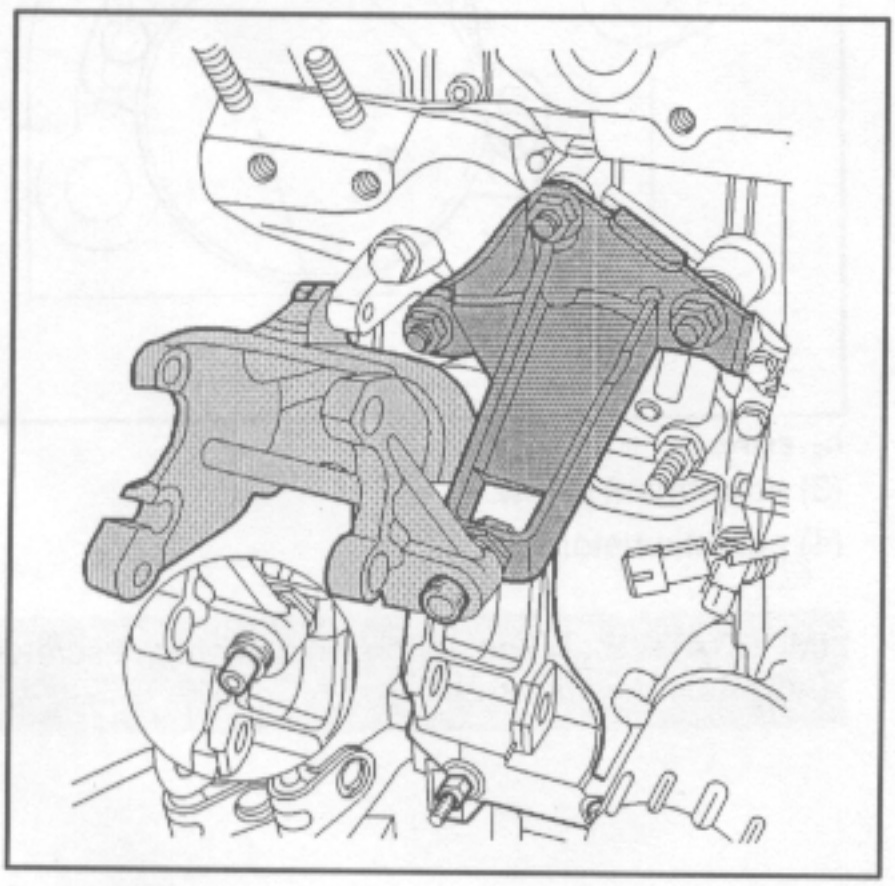


Fig : E1AP034C

Special features :
- support in 2 parts
- 3 fixing point alternator

5.4 – Accessory drive

5.4.1 – Vehicle with air conditioning

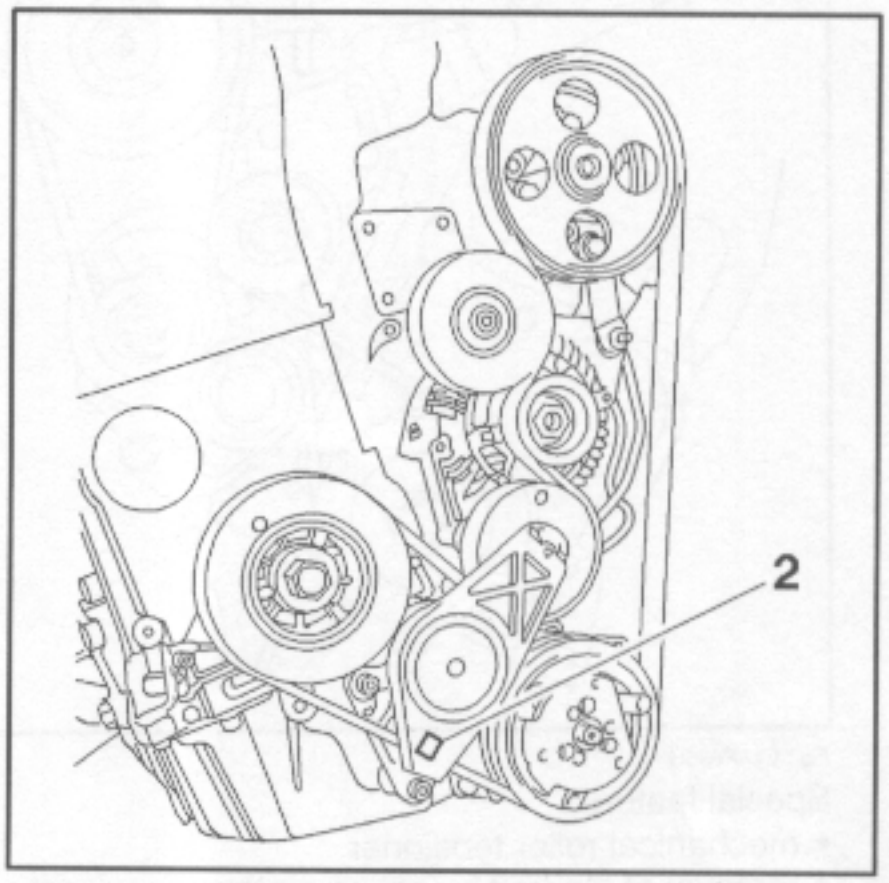


Fig : E1AP036C

Special features :
- automatic tensioner
- removal of the belt by acting on the square drive hole of the roller tensioner (2)

5.4.2 – Vehicle without air conditioning

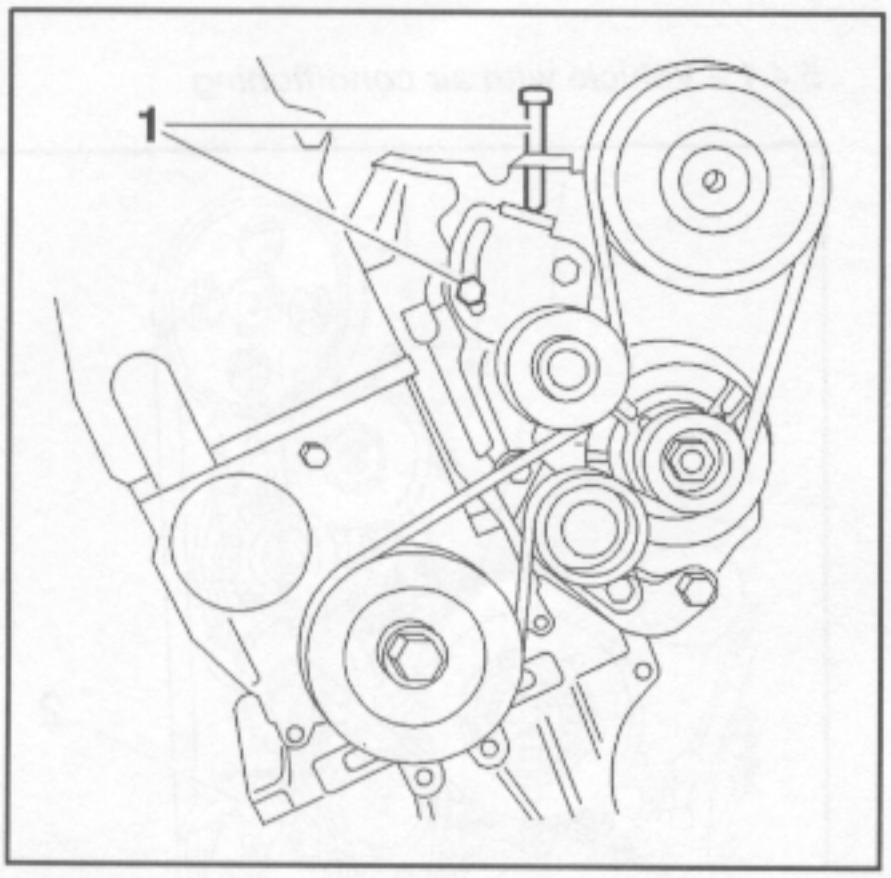


Fig : E1AP035C

Special features :
- mechanical roller tensioner
- removal of the belt by acting on the screws (1)

Tension value (without air conditioning system) :
- used belt, to 50 daN (90 SEEM units)
- new belt, to 75 daN (120 SEEM units)

For the removal refit operation – the auxiliary equipment drive belt : refer to BRE XANTIA.
Engine XU10J4R.

6 – ENGINE XUD11 BTE (P8C)

6.1 – Diesel fuel filter

New diesel fuel filter with increased filtration capacity (modified housing).

Diesel fuel filter reference :
- new part : LUCAS 9001–911 = height 86 mm
- old part : LUCAS 9001–910 = height 60 mm

WARNING : The old and the new diesel fuel filters are not interchangeable.

The filter should be renewed every 18,000 miles.

6.2 – Water in fuel detector

The water in fuel detector has bee removed.

The diesel fuel filter must be drained every 6,000 miles.

6.3 – Accelerator pedal sensor

Replacement of the BOSCH accelerator pedal sensor by a LUCAS DIESEL sensor.

WARNING : The sensors aren't interchangeable (the lay–out of the connector channels is different).

The Replacement Parts Department supplies both the old and the new parts.

6.3.1 – Accelerator pedal sensor : LUCAS DIESEL

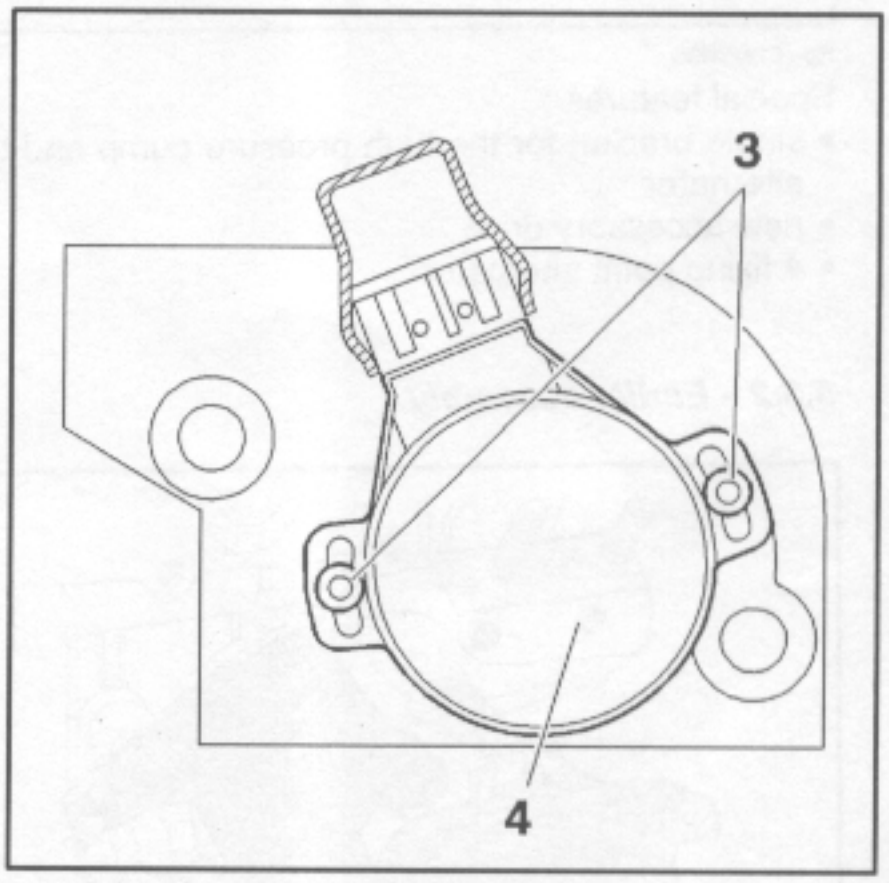


Fig : E1AP037C

(3) adjustment screw.

(4) potentiometer.

IMPERATIVE : Do not touch the adjustment screws (adjustment works set).

6.3.2 – Accelerator pedal sensor : BOSCH

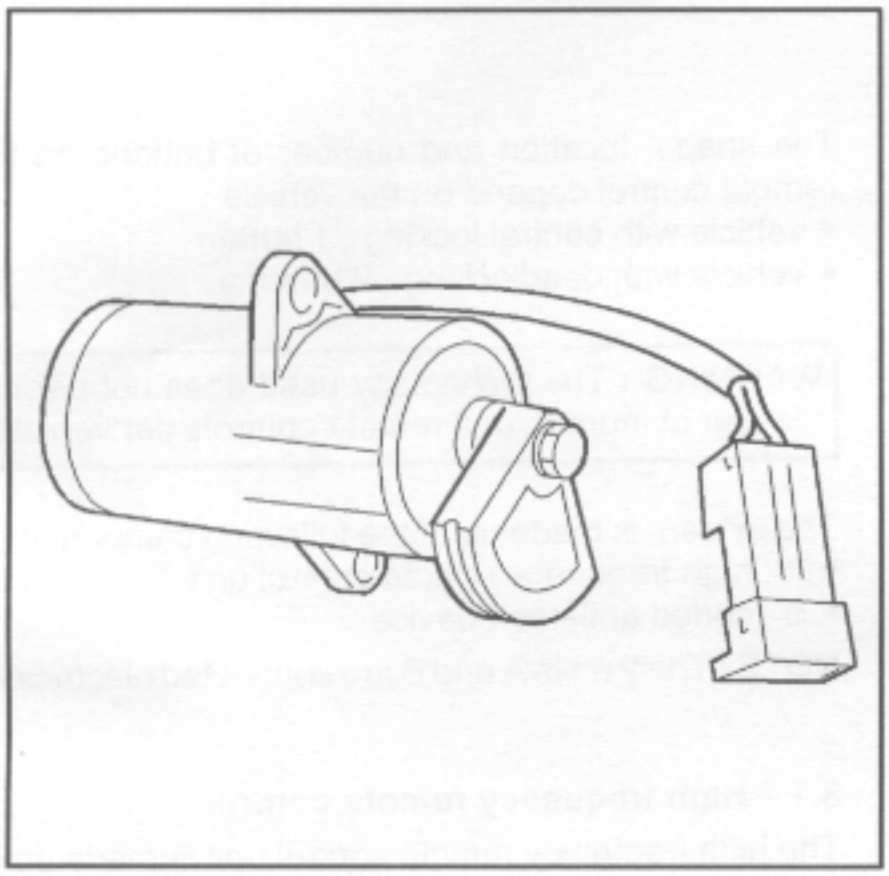


Fig : E1AP038C

7 – BE3 MANUAL GEARBOX

New gearbox references. This change results in a modification of the number of fixings of the clutch housing to the engine (6 points instead of 4).

Vehicle concerned : CITROEN XM 2.0i injection, 16 valves.

Gearbox sequence number :

- "short" gearbox : 20TA08 (instead of 20CH98)
- "long" gearbox : 20TA09 (instead of 20CH78)

WARNING : It is not possible to change only the gearbox or the clutch housing.

The Replacement Parts Department markets both types of assembly possibilities.

8 – HYDRACTIVE E.C.U. II

New : hydractive E.C.U. II with program index label H5 S2J2G (instead of H4 S2J2G) (progressive introduction).

The hydractive electronic control unit has parameter tables which can be selected for each vehicle version (index label H5 S2J2G).

Hydractive E.C.U. II (H5 S2J2G) can replace the hydractive E.C.U.s bearing the program index label H4 S2J2G, H4 S2H2G, H4 S2I2G H4 S2G2G.

WARNING : The programmes of the hydractive E.C.U.s bearing the index label H5 S2J2G H4 S2J2G, H4 S2G2G should be selected when the E.C.U.s are fitted to the vehicle.

NOTE : Once the stocks are exhausted, only the new parts will be available (index label H5 S2J2G).

Procedure of programme selecting :

- at after sales, the programme selection procedure is carried out with a diagnostic tool (SOURIAU 26A station or ELIT test unit)
- refer to the bulletin N° (XM–1 (9) MAN 108931)

MODIFICATIONS TO THE ELECTRICAL SYSTEM : 1997 MODEL YEAR RANGE

1 – PREAMBLE

The electrical equipment changes after the following modifications :

- generalisation of the high frequency remote control on vehicles with central locking (marketed in Europe)
- coded anti–theft device with automatic unlocking by high frequency remote control
- new alarm control unit and new siren (alarm PSA 3)
- control for the automatic turning–off of the rear fog lamps
- new amperage of the F10 fuse

NOTE : Vehicles marketed for distant export will still have an infra–red remote control.

2 – FUSE F10

New amperage of the F10 fuse : amperage 10A instead of 5A.

The F10 fuse ensures the protection of the lighting circuit of the switches located on the following components :

- console
- dashboard
- doors
- heater control panel

3 – CODED ANTI–THEFT DEVICE WITH AUTOMATIC UNLOCKING BY HIGH FREQUENCY REMOTE CONTROL

Applicable since R.P.O. number : 7084.

Vehicle application : CITROEN XM (all types) (marketed in Europe).

This coded anti–theft device functions with a high frequency remote control permitting :

- the remote control unlocking of the vehicle locks
- the remote control of the alarm (according to equipment)
- the automatic unlocking of the coded anti–theft device (without entering the "user" code on the ADC keyboard

Operating principle : see documentation – all models : coded anti–theft device with automatic unlocking by high frequency remote control.

NOTE : It is still possible for the user to revert to manual unlocking of the coded anti–theft device. In case of a failure of the high frequency remote control, the vehicle can be unlocked with the ignition key, and to unlock the coded anti–theft device unlocked using the ADC keyboard. The commands (locking, unlocking, deadlocking) of the high frequency remote control are displayed by the direction indicators and the side repeaters.

The shape, location and number of buttons on the remote control depend on the vehicle :

- vehicle with central locking : 1 button
- vehicle with deadlocking : 2 buttons

WARNING : The technology used does not permit the use of more than 2 remote controls per vehicle.

The system is made up of the following components :

- A : high frequency remote control unit
- B : coded anti–theft device

NOTE : The 2 units A and B are connected electrically.

3.1 – High frequency remote control

The high frequency remote control unit is made up of the following components :

- 2 remote controls (according to equipment)
- 1 high frequency receiver

Location : under the glove compartment (can be accessed after removal of the dashboard lower trim panel).

The high frequency remote control sends orders through high frequency radio waves.

NOTE : Infra–red remote controls send orders via an invisible (infra–red) light beam.

3.2 – Coded anti–theft device

The system operates thanks to a new ADC keyboard and an engine management system adapted to the following engines :

- petrol engines : injection ECU
- diesel engines (electronic injection) : injection ECU
- diesel engines (mechanically–operated injection) : injection pump equipped with a coded anti–theft device module

The coded anti–theft device is identical to that for the vehicles marketed for the 1996 – 1997 Model Year.

4 – ANTI–THEFT ALARM PSA 3

Vehicle application : CITROEN XM (all types).

Application : 1997 Model Year.

The PSA 3 type anti–theft alarm replaces the PSA 2 type anti–theft alarm.

4.1 – Special features

New alarm housing.

New compact siren without any remote lock for neutralisation.

It is possible to neutralise the siren from the passenger's compartment, using a specific procedure.

Location of the alarm housing : under the glove compartment.

Location of the alarm siren :

- left hand drive vehicles : in the R.H. scuttle panel aperture
- right hand drive vehicles : in the L.H. scuttle panel aperture

The following operations can be carried out using the alarm switch :

- putting the volumetric protection out of operation
- disarming the alarm in emergency
- neutralising the siren

NOTE : The LED and the alarm switch are located on the dashboard, under the central air vents.

4.2 – Neutralising the siren

Neutralisation procedure (with ignition on) :

- press the alarm switch and keep it depressed until the red alarm LED starts flashing (LED flashing quickly for 5 seconds then extinguishing)
- release the alarm switch

WARNING : The siren is no longer neutralised as soon as the vehicle central locking is released (de–activating the alarm).

4.3 – Disarming the alarm in emergency

When unlocking doors with the key, the alarm siren sounds.

Siren disarming emergency procedure :

- switch on ignition
- press the alarm switch for a minimum of 2 seconds

WARNING : Disarming the siren in an emergency is possible only if it has been sounding for less than 10 seconds and if the alarm switch has been triggered 2 seconds maximum after switching on the ignition.

NOTE : If this procedure is not observed, the siren will sound for 3 cycles of 30 seconds spaced by 5 seconds, then stop.

4.4 – Disconnecting/reconnecting the battery

4.4.1 – Disconnection of the battery

Disconnecting the battery during repairs does not require carrying out any specific operation (alarm de–activated).

4.4.2 – Reconnecting the battery

WARNING : Reconnecting the battery re–activates the alarm.

To avoid any untimely triggering of the alarm, carry out the following operations :

- reconnect the battery (red LED blinking)
- stop the alarm with the remote control (locking/unlocking button)

4.5 – Reminder of operation

The burglar alarm ensures 2 types of protection :
- a perimeter protection (bonnet, doors, tailgate)
- a volumetric protection of the passenger compartment

NOTE : The volumetric protection of the passenger compartment is operational 45 seconds after having activated the alarm (time required for the air volume inside the vehicle to stabilise).

4.5.1 – Alarm triggering conditions

Alarm is immediately triggered in the following cases (alarm activated) :
- opening or closing of one or several door(s)
- glass breakage
- attempt to neutralise the alarm
- ignition switched "+" occuring

The following actions result from the triggering of the alarm :
- siren operating with a modulated sound (for 30 seconds)
- dipped beams flashing once per second (for 30 seconds)
- memorising of alarm being triggered
- LED flashing rapidly (5 times per second) until ignition is switched on

After triggering, the alarm operates for 30 seconds then shifts to arming mode.

4.5.2 – Neutralising the volumetric protection

The volumetric protection may need to be neutralised in the following cases :
- windows open
- presence of an animal in the vehicle

Neutralisation procedure :
- switch off ignition
- press the alarm switch and keep it pressed down for at least 2 seconds (the red alarm LED lights up but does not flash)

NOTE : The perimeter protection is still active.

4.5.3 – Arming the alarm

WARNING : Locking a vehicle with a key does not activate the alarm.

Vehicle with central locking :
- press the remote control locking button
- the direction indicators will light up (for 2 seconds)
- the red alarm LED will flash at a frequency of once per second

Vehicle with deadlocking :
- press the remote control locking/unlocking button
- press the remote control deadlocking button
- the direction indicators will light up (for 2 seconds)
- the red alarm LED will flash at a frequency of once per second

4.5.4 – De–activating the alarm

WARNING : Opening a vehicle with a key causes the siren to sound.

Press the remote control locking/unlocking button :
- doors unlock
- the direction indicators will flash quickly (for 2 seconds)

4.5.5 – Swiss version

The alarm siren sounds 7 seconds after a break–in.

The dipped beams do not flash after the alarm has been triggered.

The alarm siren emits a sound of fixed frequency instead of variable.

The alarm siren and the vehicle horn operate simultaneously.

The alarm relay is used for controlling the horn of the vehicle instead of the dipped beams.

4.6 – Fault finding

If the LED lights when ignition is switched on, it means that a faulty connection between the alarm housing and the siren has been detected.

The testing of the function is carried out using the "ELIT" test unit or the "SOURIAU 26A" station (from the self–diagnostic socket).

WARNING : The alarm unit does not memorise faults.

5 – FOG LAMPS

New switch to prevent the rear fog lamps from being left on.

5.1 – Description

New parts :
- rear foglamps switch (one–touch)
- integrated relay control electronic box (green)

Location of the electronic box :
- left hand drive vehicles : on the dashboard frame (remove the glove compartment)
- right hand drive vehicles : near the junction box (remove the lower trim panel of the dashboard)

Location of the control switch : on the dashboard, under the central air vents.

Lay–out of the control box channels :

1	Input : control switch
2	Output : rear foglamps
4	Earth
5	Input : information of state of front fog lamps
6	Input : information of state of dipped beams
8	Input : information of state of side and tail lamps

5.2 – Operation

The rear fog lamps can be turned on when the following lamps are turned on :
- side and tail lamps
- dipped beam
- front fog lamps

The rear fog lamps will be turned off automatically when the following lamps are turned off :
- side and tail lamps
- dipped beam (front fog lamps turned off)
- front fog lamps (dipped beam turned off)

The rear fog lamps are not automatically turned off when the following lamps are turned off :
- dipped beam (front fog lamps turned on)
- front fog lamps (dipped beam turned on)

6 – ELECTRICAL HARNESSES

Modification to the electrical harnesses :
- panel harnesses
- front L.H. harness : location of the alarm siren
- fascia harness : high frequency remote control. Control for the automatic turning–off of the rear fog lamps
- engine wiring harness : BOSCH MP5.2 fuel injection. CITROEN XM 2l 16V (XU10J4R engine)

EVOLUTION : AIR CONDITIONING

1 – DESCRIPTION

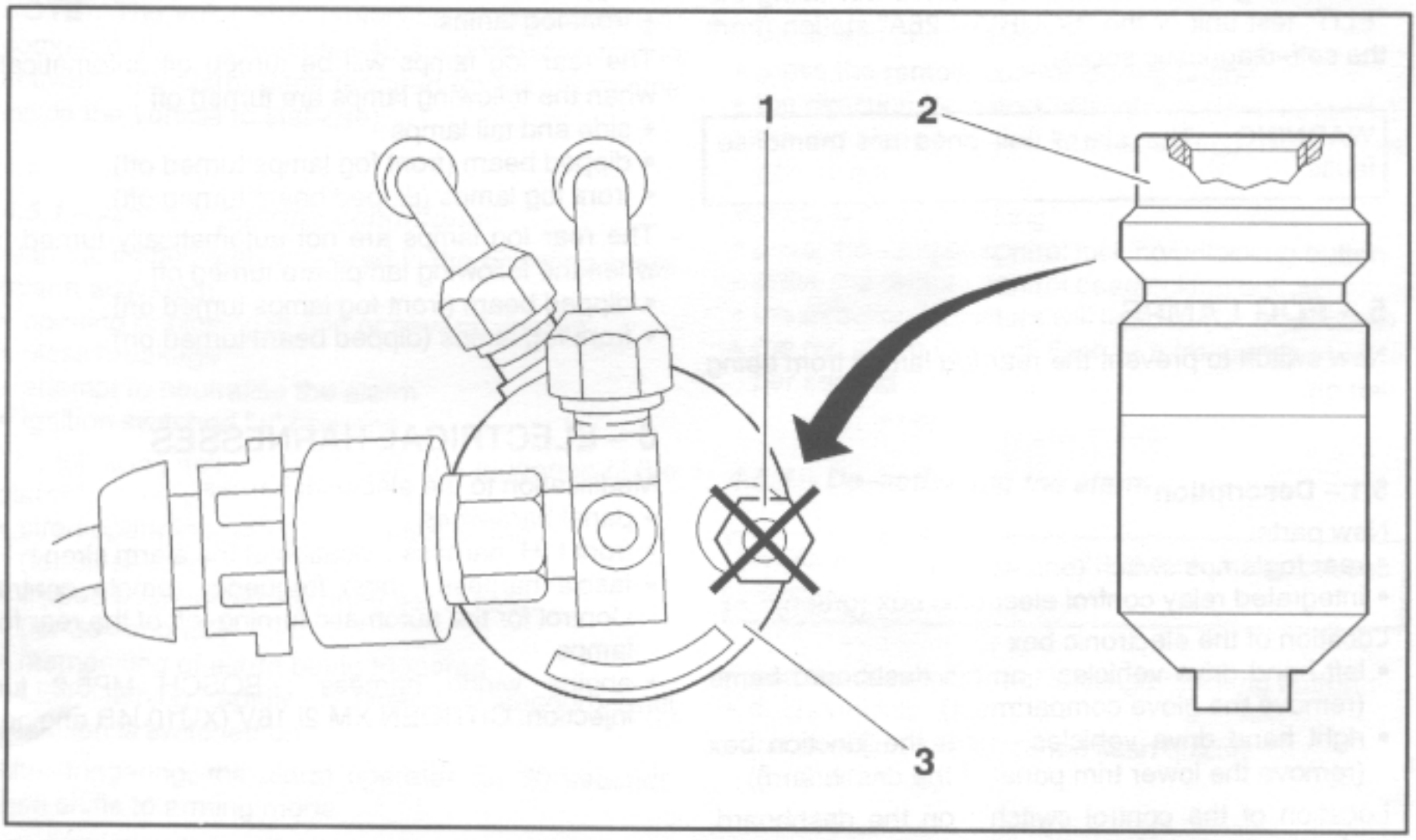


Fig : E1AP02VD

(1) hygrometric warning lamp.

(2) filler valve.

(3) dehydrator reservoir.

Replacement of the moisture warning indicator of the dehydrator reservoir by a high pressure circuit filler valve (all engines except DK5 ATE).

Certain vehicles are equipped with 2 high pressure circuit filler valves :

- one filler valve mounted on the dehydrator reservoir
- one filler valve implanted on the compressor/ dehydrator reservoir junction pipe (this filler valve will eventually be deleted)

NOTE : The high pressure circuit can be filled, with refrigerant fluid, by either one of the two filler valves.

2 – INTERCHANGEABILITY

A new dehydrator reservoir may replace an old dehydrator reservoir, but the reverse operation is prohibited.

Only new dehydrator reservoirs are available from the Replacement Parts Department.

BODY COLOURS : 1997 MODEL YEAR RANGE

1 – BODY COLOURS

Index :
- 1 : solid colour
- 2 : superlustre solid colour
- 3 : superlustre metallic paint
- 4 : superlustre pearl paint

1.1 – Colours deleted

			Allocation per trim level		
			Saloon		Estate
Colour	Material	Colour code	SX and VSX	EXCLUSIVE	SX and VSX
Tempest	3	ETK	x	x	
Silver moss	3	ERZ	x		

1.2 – Colours retained

			Allocation per trim level		
			Saloon		Estate
Colour	Material	Colour code	SX and VSX	EXCLUSIVE	SX and VSX
Polar white	1	EWP	x	x	x
Pale ivory beige	1	ECC	x		x
Quartz	3	EYC	x	x	x
Stratos blue	4	EPK	x	x	
Fijian blue	3	EMV	x		
Admiral blue	2	ENC	x		x
Midnight blue	4	EPG			x
Forest green	3	ESY	x		x
Emerald	4	ERY	x	x	x
Magenta	4	EKS	x	x	x
Bronze	4	EEB	x	x	x
Superlustre black	2	EXY	x	x	

1.3 – New colours

			Allocation per trim level		
			Saloon		Estate
Colour	Material	Colour code	SX and VSX	EXCLUSIVE	SX and VSX
Mercury	3	ETW	x	x	
Zephyr	3	EDQ	x		

2 – INTERIOR TRIM

2.1 – CITROEN XM Saloon

Trim level	Standard cloth	Options		
SX	Velour Megalithe			
VSX	Velour Louvre	Ouragan leather	Orage leather	Savane leather
EXCLUSIVE	Alcantara + Tempête leather	Ouragan leather	Savane leather	

2.2 – CITROEN XM Estate

Trim level	Standard cloth	Options		
SX	Velour Megalithe			
VSX	Velour Louvre	Ouragan leather	Savane leather	

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