

**ESPACE**

Type

S/Section

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AUTOMATIC TRANSMISSION CONTROL UNIT

- Engines: L7X - F4R Basic manuals: M.R. 315
- Gearboxes: LM0 - DP0 N.T. 2883A

This note deals with the replacement of the floor automatic transmission control unit.

"The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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REMOVING THE AUTOMATIC TRANSMISSION CONTROL UNIT

Place the vehicle on a ramp and position the automatic transmission control on Drive.

Disconnect the battery.

IMPORTANT: do not change the position of the automatic transmission control lever.

In the passenger compartment:

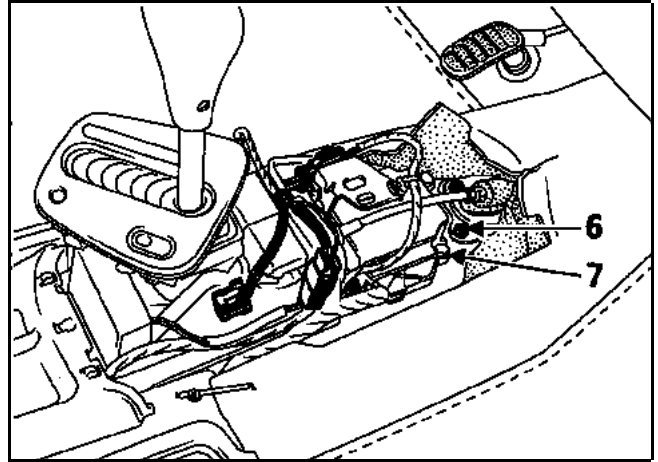
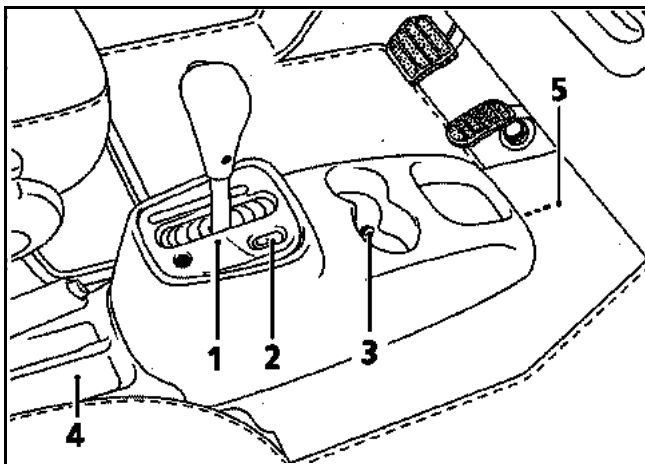
Unclip:

- the control embellisher (1) without removing it from its protective cover,
- the connector (2) on the embellisher.

Remove:

- the rear console (4) (two screws),
- the central console by removing the screws (3) and the one hidden by the rear console. Move the console around the control lever by sliding the embellisher (1) through its housing.

Cut out the sound-proofing material towards the front by a maximum of 5 cm (5) to access the four mounting bolts of the cable panel bushing.



Remove:

- the four mounting bolts (6) from the cable conduit through the floor,
- the four mounting bolts (7) from the control unit plate.

Disconnect:

- the earth from the floor,
- the two connectors from the control unit.

Ensure that the plate is completely disconnected from the vehicle (it should only be held by the cable itself)

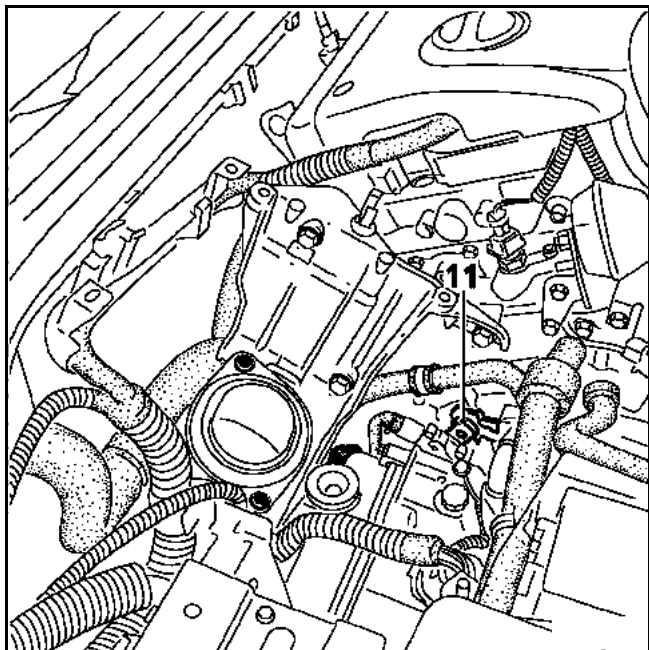
In the engine compartment and below:

Remove:

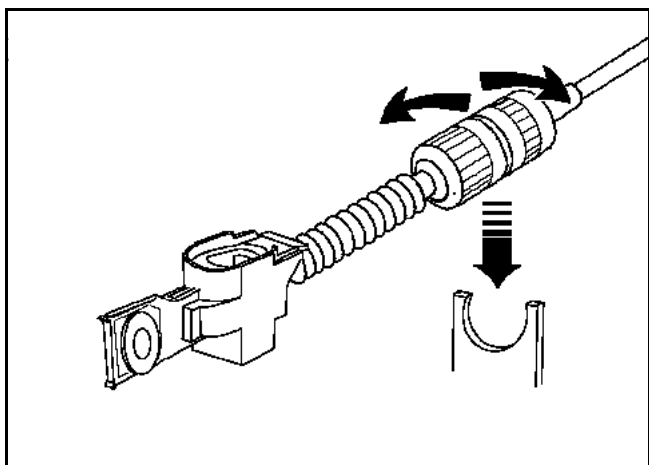
- the intake air deflector (L7X),
- the air filter unit.

Using a screwdriver, unclip the control cable from the automatic transmission selector (11).

IMPORTANT: unclipping the rod end can be a delicate operation. Disarm the locking system (refer to page 37-4). Use two flat screwdrivers, one on each side of the rod end to avoid stretching the cable or moving it to a position other than Drive during the unclipping operation.



Disengage the sleeve stop by turning the two parts of the sleeve stop in opposite directions a quarter turn (L7X: move the degasser without disconnecting).



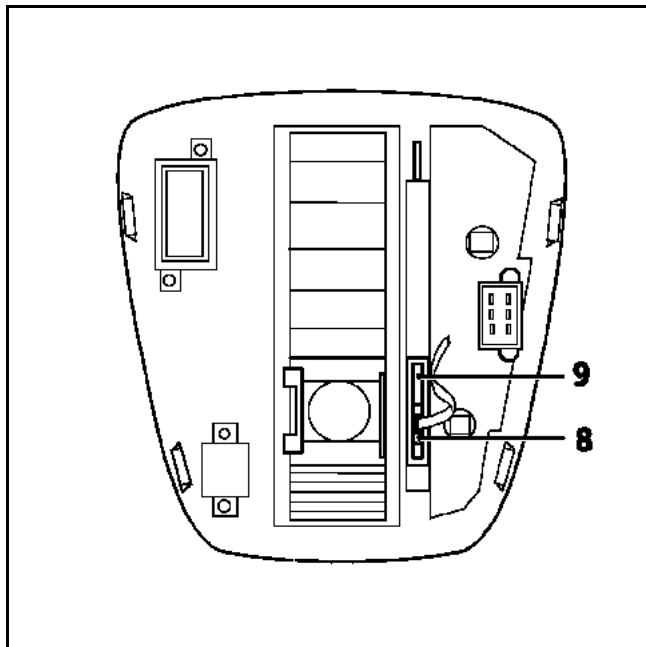
Remove the catalytic converter heat shield and unhook without removing the exhaust pipe descent thermal screen on the tunnel.

Unclip the cable from the clip on the tunnel.

Attach a piece of one cord to the end of the cable so that it is easy to locate the conduit and remove the cable by gently pulling above from the passenger compartment. A second operator can guide the socket when it is being inserted into the engine-gearbox assembly.

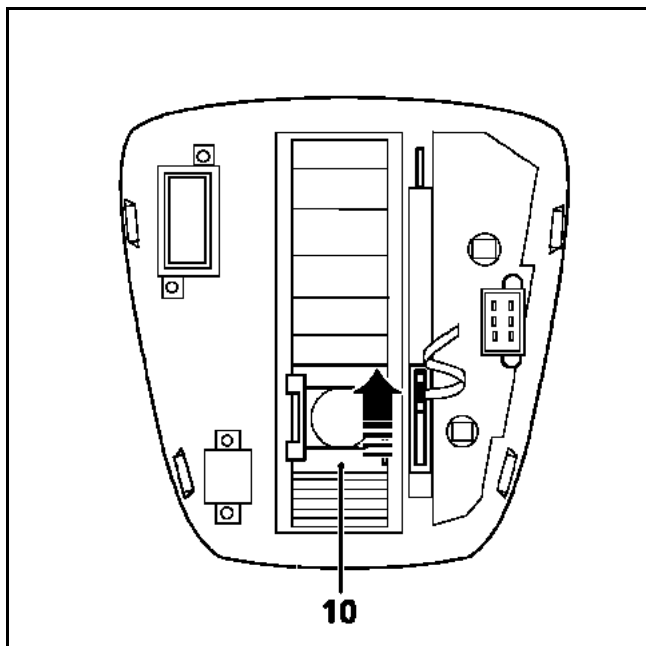
REFITTING


IMPORTANT: while the console is removed, check the position of the gate (8) in its rail (9) on the reverse of the embellisher.



If necessary, place it in high position (refer to the arrow on the diagram below) in relation to the slide rail (9). To carry out this operation, hold the slide (10), attached to the rail between the thumb and the index finger and move the gate with a fine screwdriver.

This operation allows you to prepare for the initialisation of the lever position marker.



TIGHTENING TORQUE (in N.m)	
Sheath-bushing screwdriver through the conduit	7.5

Proceed in the reverse order from removal.

Adjusting the cable:
After refitting the control panel into the passenger compartment, clip the cable sleeve stop (the orange bush should come out).

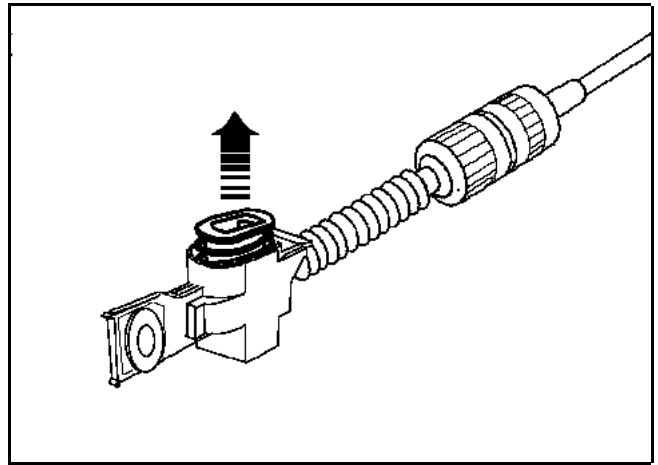
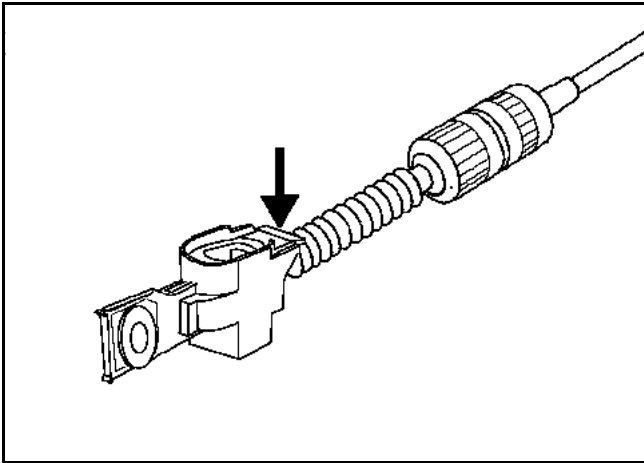
Check that the cable ball joint locking system is disarmed (orange pushrod pressed in) and that it is free from the rest of the cable.

Clip the ball joint on the automatic transmission control unit.

Reconnect the battery.

Start the ignition; check the Drive position against the repeater on the instrument panel and the lever.

Arm the ball joint locking system (release the red pushrod).



Adjusting the display synchronisation on the instrument panel and the lever repeater.

Start the ignition, and with the brake pedal depressed to disengage the "Park" brake, gently move control lever from stop to stop several times to set the repeater.

If adjustment cannot be made, remove the embellisher and check the position of the gate in the slide rail (refer to the previous pages) and recommence the procedure described above.

Time allowed: **1.6 hours**