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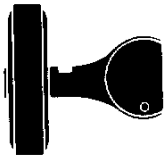
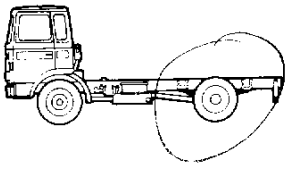
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201	TP3 (1978 → ...)

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PONT ARRIERE TYPE 201
REAR AXLE, TYPE 201

		Pages
DEPOSE PONT ARRIERE	REMOVAL OF REAR AXLE	4 - 5 - 6
POSE PONT ARRIERE	INSTALLATION OF REAR AXLE	6
DEPOSE/POSE TETE DE PONT	REMOVAL/INSTALLATION OF DIFFERENTIAL UNIT	7
 OUTILLAGE	TOOLS	1

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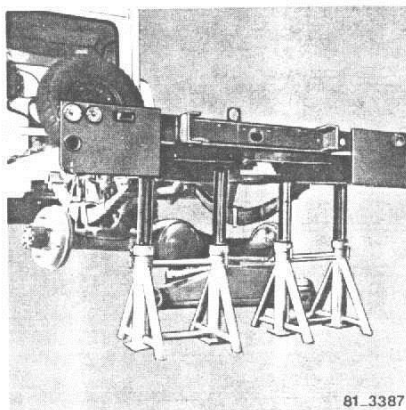
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Fig. 1

DEPOSE DU PONT ARRIERE

Mettre le véhicule sur chandelle.

Déposer les roues arrière.

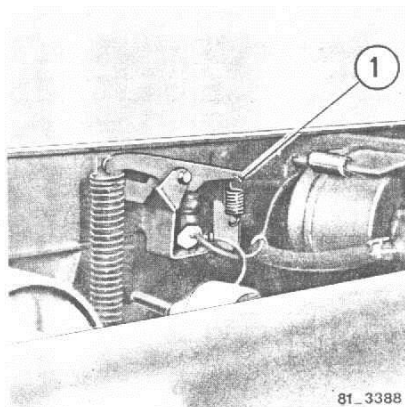


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1

Fig. 2

Décrocher le ressort (1).

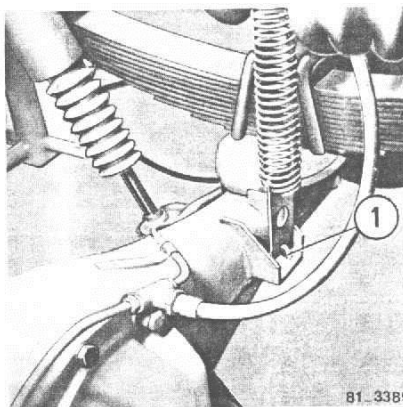


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Fig. 3

Décrocher le ressort (1) du correcteur de freinage.



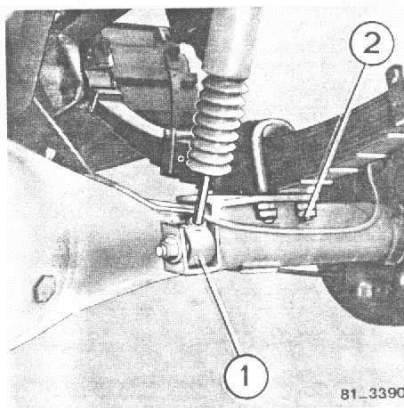
81_3389

3

Fig. 4

Déposer l'axe inférieur (1) de l'amortisseur.

Dévisser les écrous (2) des étriers de lames de ressort.



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4

Fig. 1

REMOVAL OF REAR AXLE*Place vehicle on stands.**Remove rear wheels.*

Fig. 2

Unhook spring (1).

Fig. 3

Unhook spring (1) from load-sensing valve.

Fig. 4

*Remove inside shock absorber spindle (1).**Remove U-bolt nuts (2).*

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Fig. 5

Desserrer les vis (1) et débrancher la transmission.

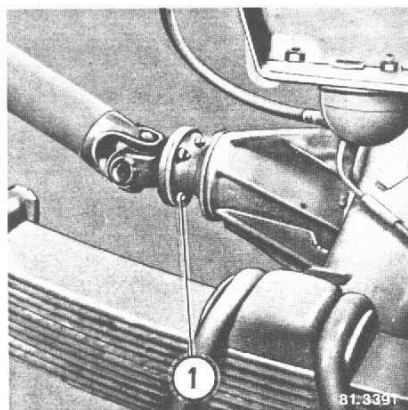


Fig. 5

Loosen screws (1) and disconnect transmission.

Fig. 6

Décrocher les cables (1) de frein à main.

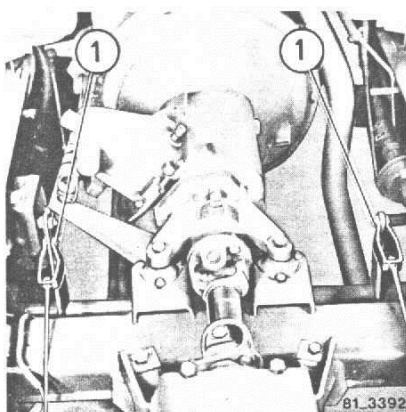


Fig. 6

Unhook hand-brake cable (1).

Fig. 7

Déposer la fixation (1) de l'arrêt de gaine des cables de frein.

Déposer le support (2) de la gaine.

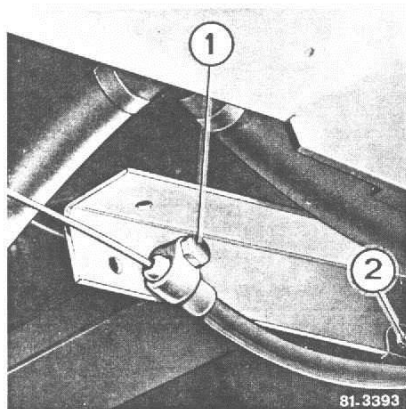


Fig. 7

Remove brake cable sheath-stop clip (1).

Remove sheath mounting (2).

Fig. 8

Débrancher le raccord (1).

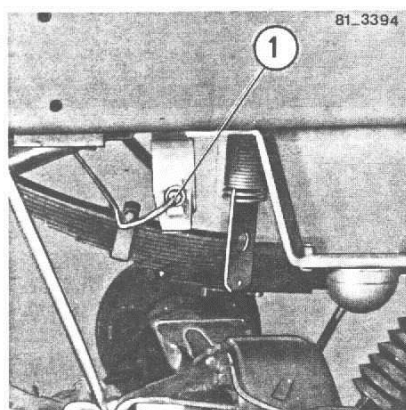


Fig. 8

Disconnect connection (1).



Fig. 9

A l'aide de l'outil (2015) déposer le pont.

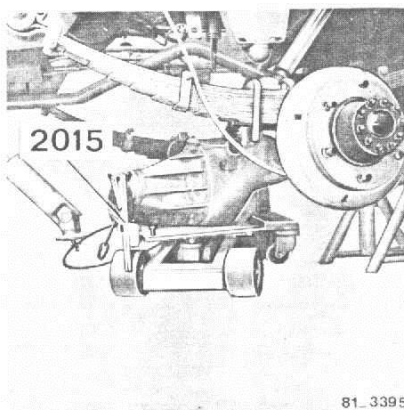


Fig. 9

Removal of axle, using tool (2015).

Fig. 10

POSE DU PONT ARRIERE

Procéder à l'inverse de la dépose. Serrer les écrous (1) des étriers entre 16 et 20 daN.m.

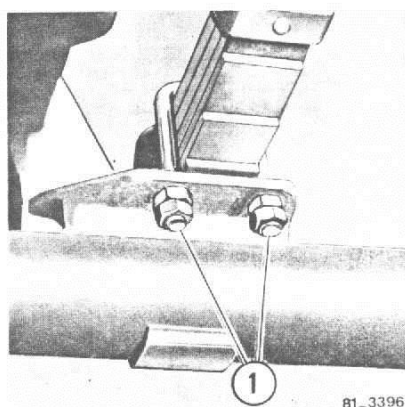


Fig. 10

INSTALLATION OF REAR AXLE

Proceed in reverse order of removal. Tighten brake yoke nuts (1) to between 16 and 20 daN.m.

Fig. 11

Après avoir rebranché le circuit de frein, procéder à la purge.

Resserrer les vis (1) de la transmission entre 4,5 et 6,5 daN.m.

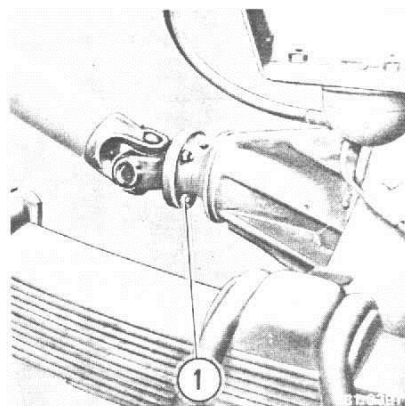


Fig. 11

After having reconnected brake circuit, proceed to bleed it.

Tighten transmission screws (1) to between 4.5 and 6.5 daN.m.

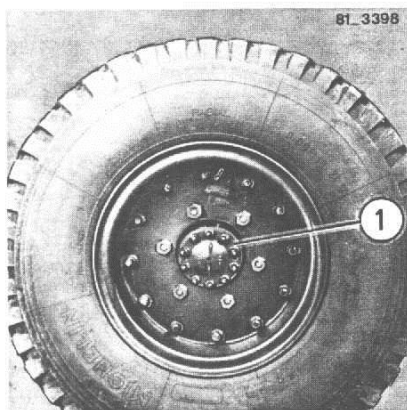
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Fig. 12**DEPOSE TETE DE PONT ARRIERE**

Effectuer la vidange du pont.

Desserrer les vis (1) et tirer les arbres de roue au remontage, serrer les vis à 4,7 daN.m.

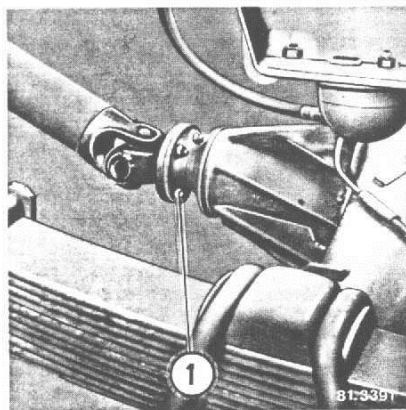
**12****Fig. 12****REMOVAL OF DIFFERENTIAL UNIT**

Drain rear axle.

Unscrew screws (1) and withdraw wheelshafts. Tighten screws when reassembling to 4.7 daN.m.

Fig. 13

Desserrer les vis (1), débrancher la transmission au remontage, serrer les vis entre 4,5 et 6,5 daN.m.

**13****Fig. 13**

Loosen screws (1) and disconnect transmission. When reassembling, tighten screws to between 4.5 and 6.5 daN.m.

Fig. 14

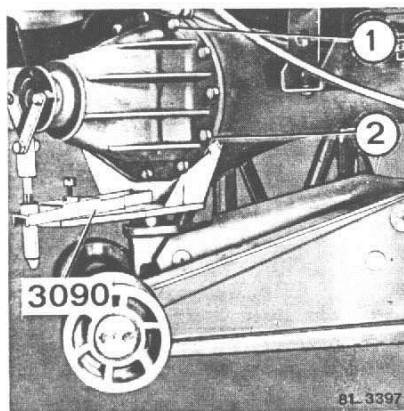
Déposer la patte (1) sans débrancher les tuyaux de liquide de frein.

Desserrer les vis (2).

Mettre en place l'outil (3090).

Dégager le nez pont en avant. Au remontage, serrer les vis (2) entre 4,5 et 5,5 daN.m.

Effectuer le remplissage du pont avec de l'huile MIL.L2105 B - SAE 90.

**14****Fig. 14**

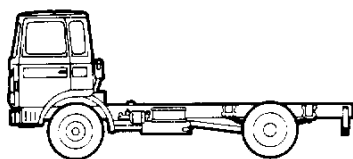
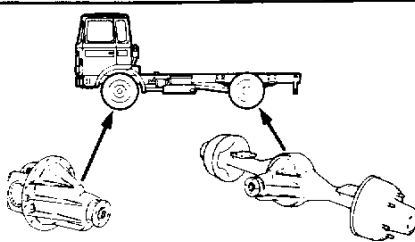
Remove strut (1) without disconnecting brake fluid pipes.

Loosen screws (2), position tool (3090), remove drive gear unit forwards.

When reassembling, tighten screws (2) to between 4.5 and 5.5 daN.m.

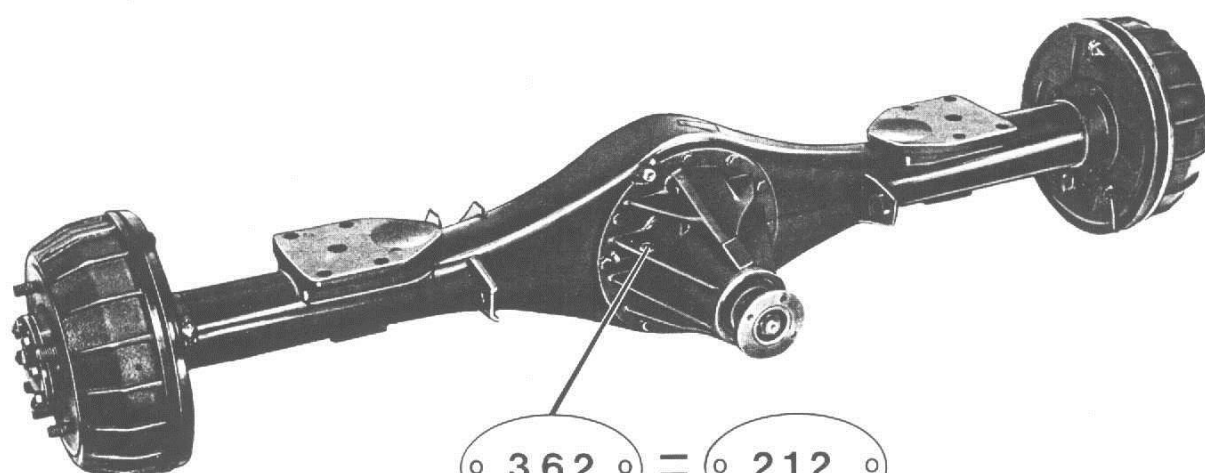
Fill up rear axle with oil MIL.L2105 B - SAE 90.

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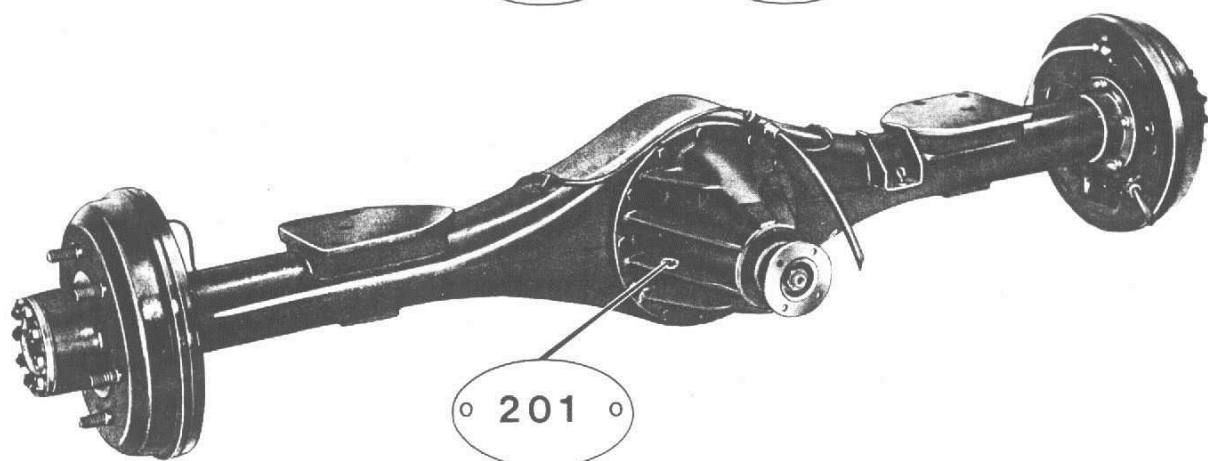
			
SG 1 SG 2 270 - 470		362	F 25 (3)
SG 3		212	
TP 3	300	201	
TP 4	302	221	
SG 4 E 24 485		374	

3 - 1976 — 50 00 561 338

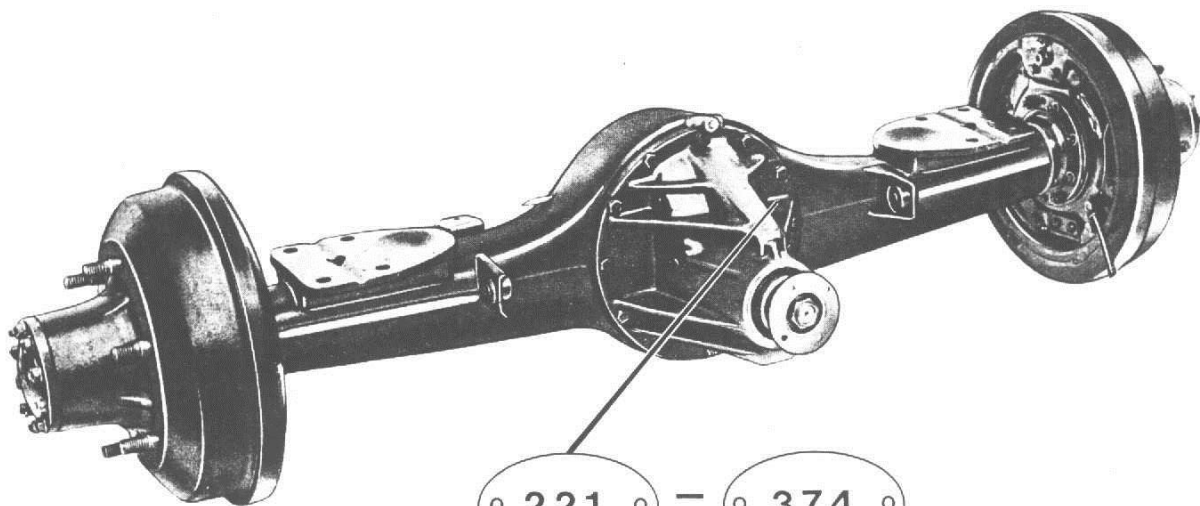
(Réimpression 1-1978)



◦ 362 ◦ = ◦ 212 ◦



◦ 201 ◦



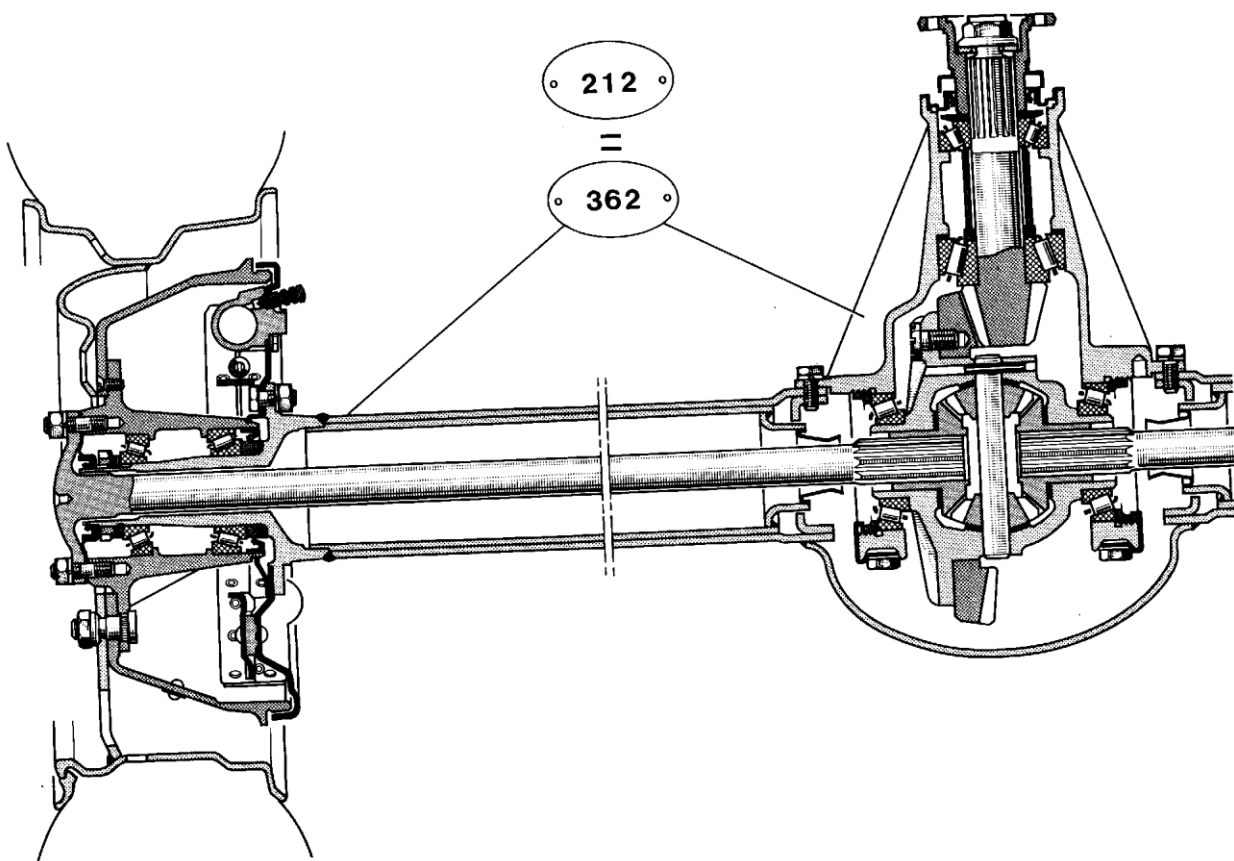
◦ 221 ◦ = ◦ 374 ◦

F 25



		Coupes Schnittbilder Cross-sections Secciones Sezioni Doorsnede Cortes Perspectives Übersichtszeichnungen Perspectives Perspectivas Prospettive Perspectiefschema's Perspectivas	F 25 - 4 → F 25 - 7
			1 → 16 17 → 24 25 → 46
			47 → 134
			135 → 138 139 → 142
			F 25 - 201 → F 25 - 203
			F 25 - 202 → F 25 - 204
			F 25 - 301 → F 25 - 305

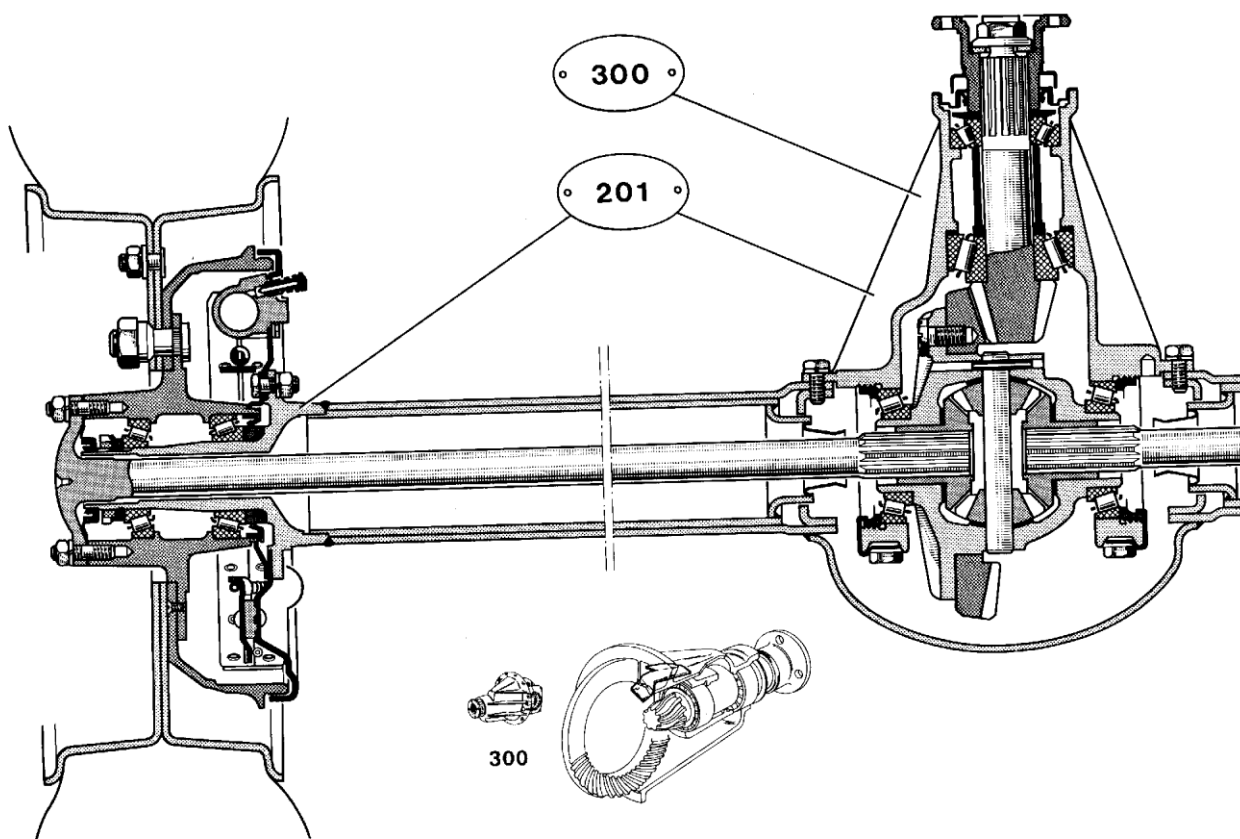
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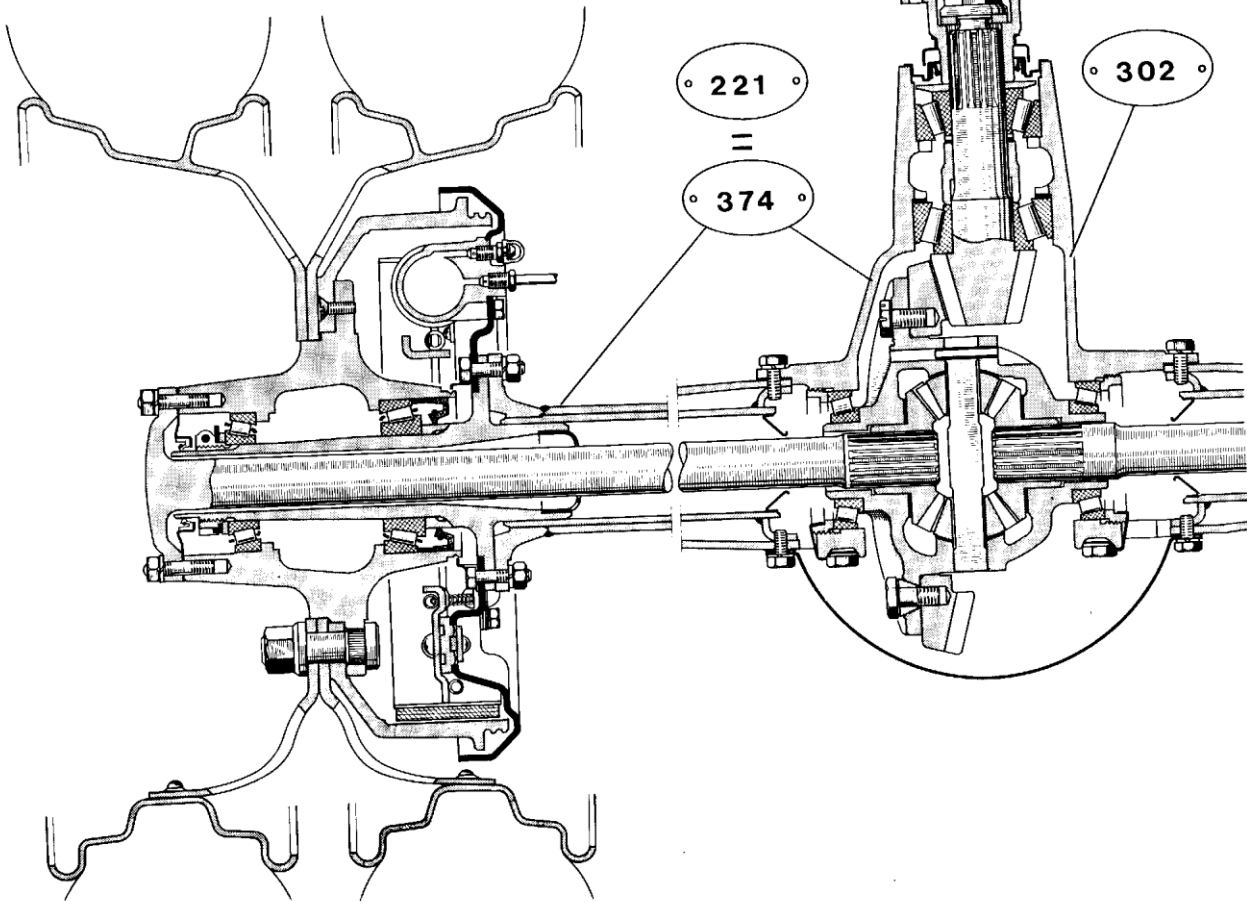


SAVIEM



SAVIEM





1. Corps de pont
2. Erou de réglage
3. Carter
4. Satellite
5. Rondelle de friction
6. Planétaire
7. Couronne
8. Roulement
9. Boîtier de différentiel
10. Axe de différentiel
11. Pignon d'attaque

12. Cales de réglage
13. Entretoise
14. Défecteur
15. Bague d'étanchéité
16. Porte-joint
17. Plateau d'entraînement
18. Arbre de roue
19. Tambour
20. Arrêtoir
21. Rondelle d'appui
22. Moyeu

1. Hinterachskörper
2. Einstellmutter
3. Gehäuse
4. Hinterachswellenrad
5. Gleitscheibe
6. Ausgleichkegelrad
7. Tellerrad
8. Lager
9. Hinterachsgehäuse
10. Ausgleichradachse
11. Antriebskegelrad
12. Einstellscheibe
13. Zwischenring
14. Scheibe
15. Fettfangring
16. Dichtringträger
17. Achsantriebscheibe
18. Hinterachswelle
19. Trommel
20. Sicherungsscheibe
21. Anlaufscheibe
22. Nabe

1. Axle beam
2. Adjusting nut
3. Housing
4. Sun gear
5. Friction ring
6. Planet gear
7. Crown wheel
8. Bearing
9. Differential housing
10. Differential spindle
11. Driving pinion
12. Adjusting shims
13. Spacer
14. Baffle
15. Tight ring
16. Junk ring
17. Driving flange
18. Axle shaft
19. Drum
20. Lock washer
21. Retainer
22. Hub

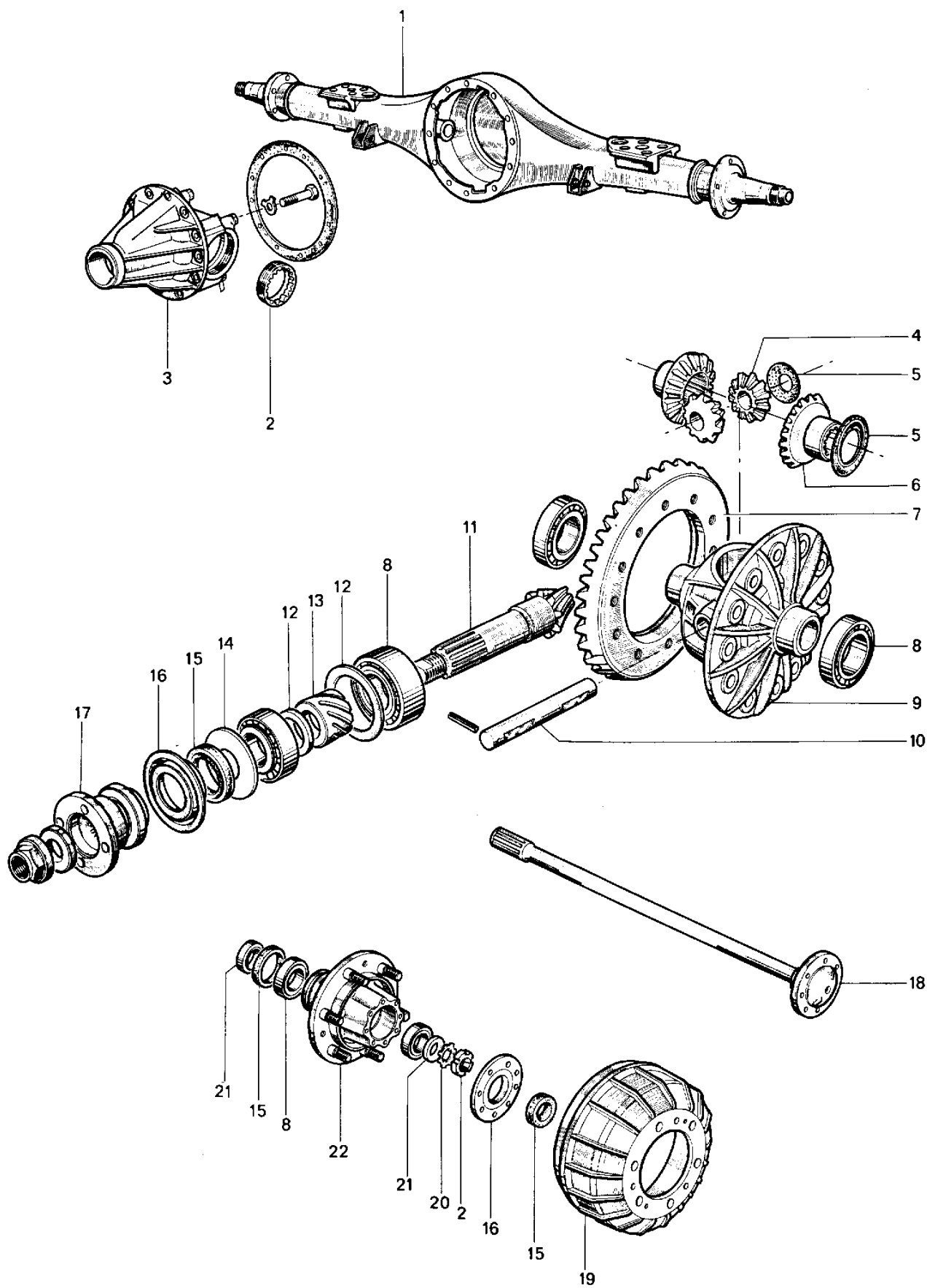
1. Cuerpo del eje
2. Tuerca de ajuste
3. Carter
4. Piñon satélite
5. Arandela de fricción
6. Engranaje planetario
7. Corona del diferencial
8. Rodamiento
9. Carter del diferencial
10. Eje de diferencial
11. Piñon de ataque
12. Laminillas de ajuste
13. Separador
14. Tabique
15. Anillo de estanqueidad
16. Segmento de compresión
17. Plato de arrastre
18. Semieje
19. Tambor
20. Arandela de retención
21. Retén
22. Cubo

F 25

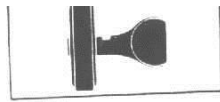
1. Corpo del ponte
2. Dado di registro
3. Scatola
4. Satellite
5. Rosetta di attrito
6. Ingranaggio planetario
7. Corona
8. Cuscinetto
9. Scatola del differenziale
10. Perno del differenziale
11. Pignone di accoppiamento
12. Rosette di registro
13. Distanziale
14. Deflettore
15. Anello di tenuta
16. Supporto guarnizione
17. Piastra di comando
18. Semiasse
19. Tamburo
20. Rosetta di fermo
21. Rosetta di scontro
22. Mozzo

1. Achterbrughuis
2. Regelmoe
3. Carter
4. Satellietandwiel
5. Wrijvingsring
6. Planeettandwiel
7. Kroonwiel
8. Lager
9. Differentieelhuis
10. Differentieelas
11. Pignonwiel
12. Afstelringen
13. Vulring
14. Keerplaat
15. Dichtingsring
16. Pakkingshouder
17. Aandrijfplaat
18. Aandrijf-as
19. Trommel
20. Aanslag
21. Onderlegplaatje
22. Naaf

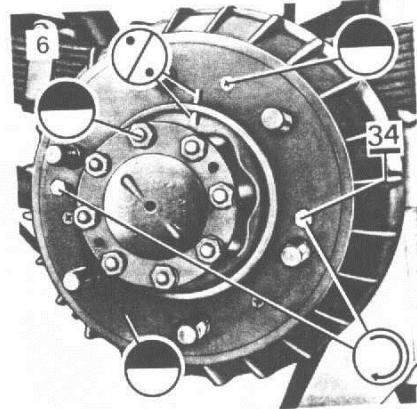
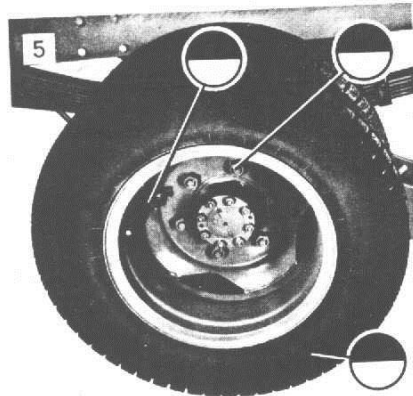
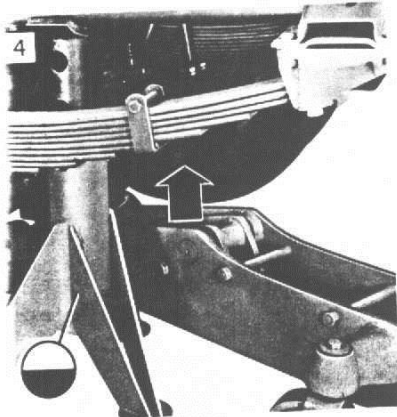
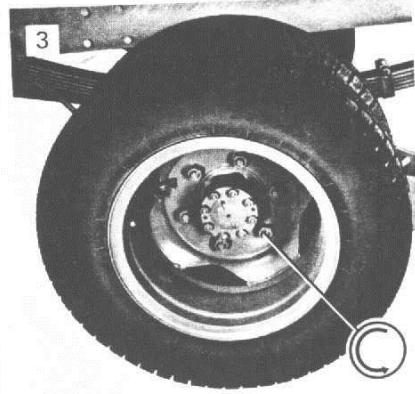
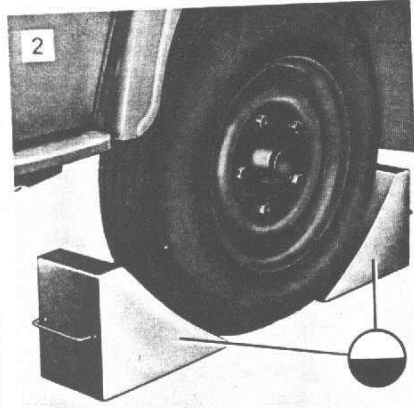
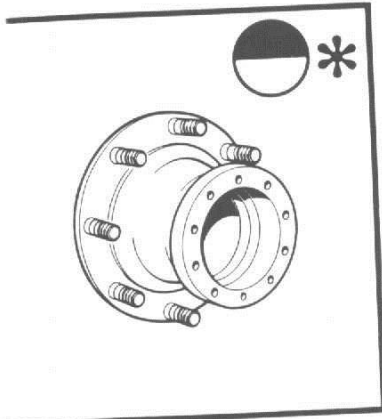
1. Corpo da ponte
2. Porca de regulagem
3. Carter
4. Roda satélite
5. Anilha de fricção
6. Roda planetária
7. Corôa
8. Rolamento
9. Caixa de diferencial
10. Eixo de diferencial
11. Pinhão cônico de accionamento
12. Calcos de regulagem
13. Casquilho
14. Deflector
15. Anel de estanquidade
16. Porta-junta
17. Disco de transmissão
18. Veio da roda
19. Tambor
20. Retentor
21. Anilha de apoio
22. Cubo



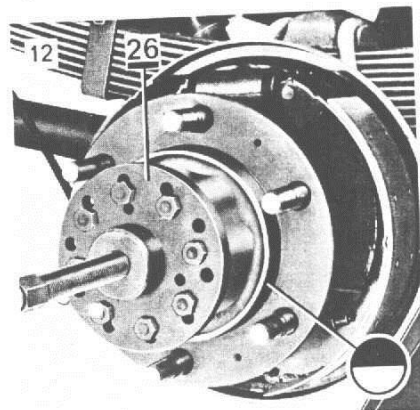
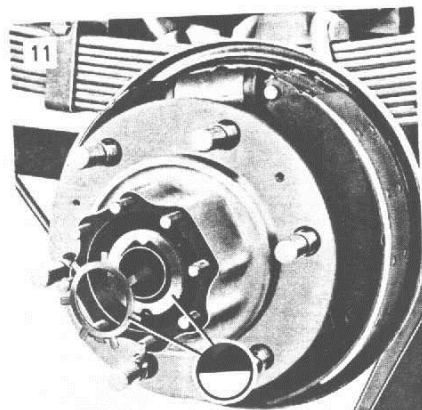
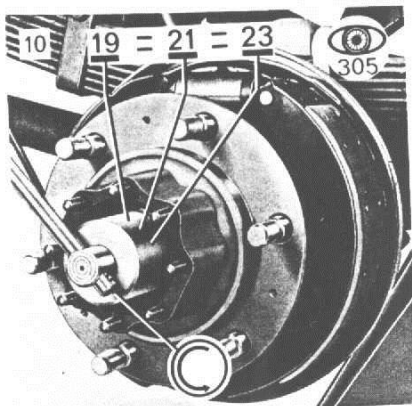
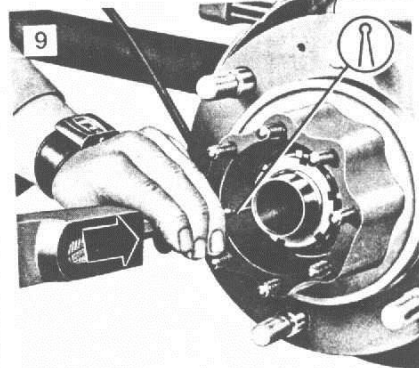
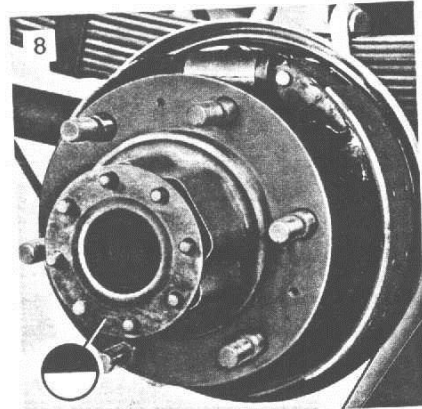
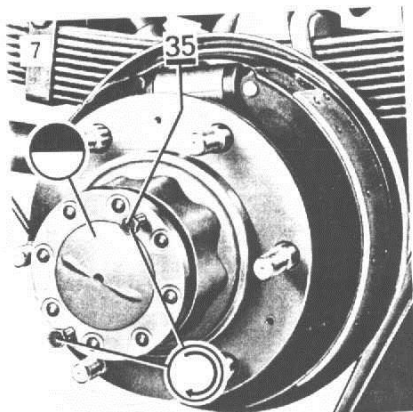
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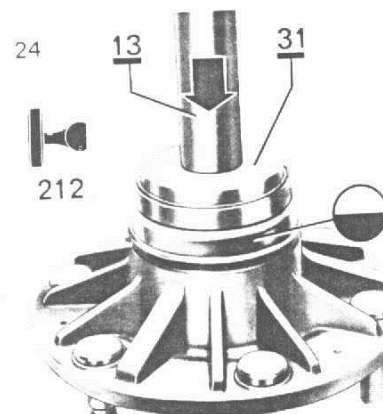
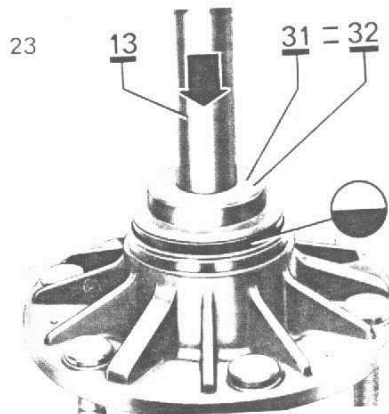
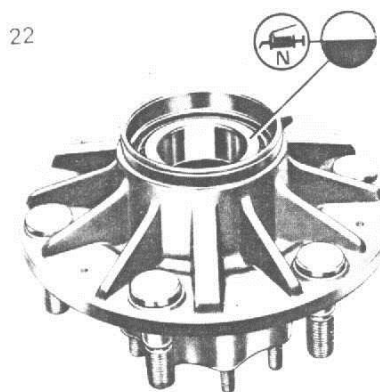
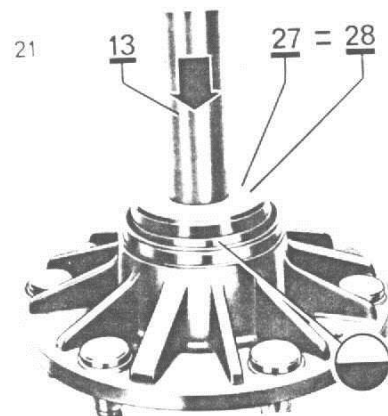
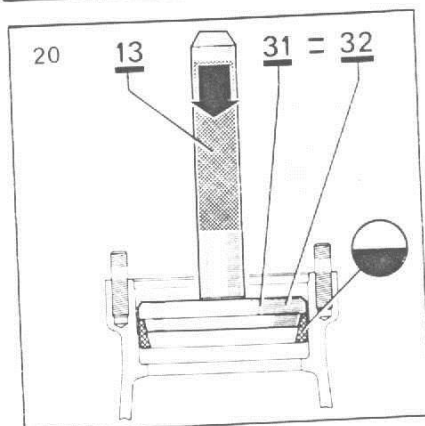
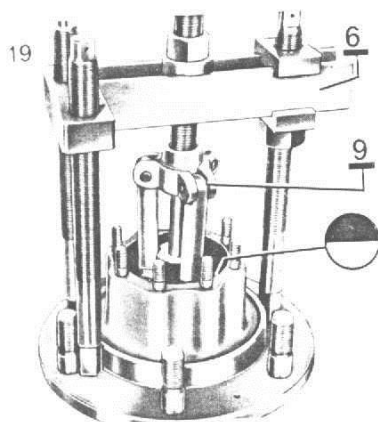
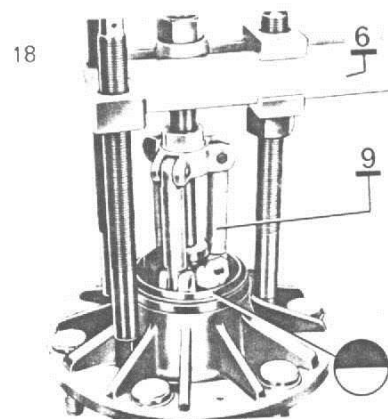
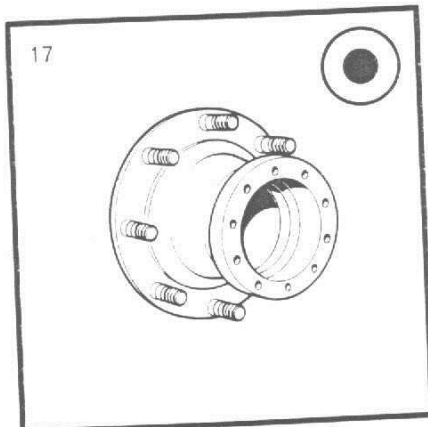
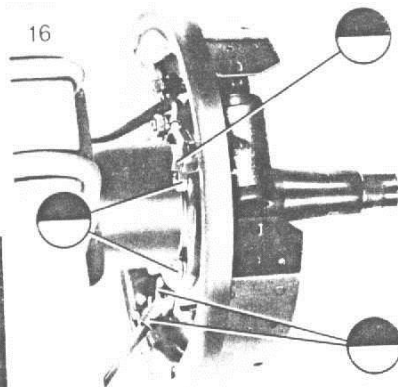
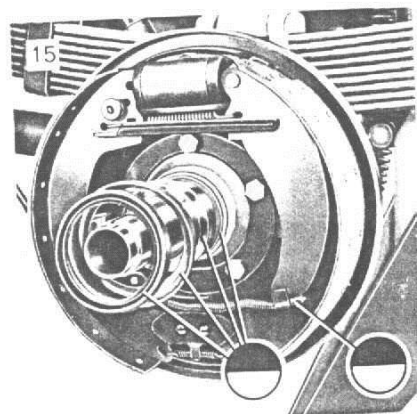
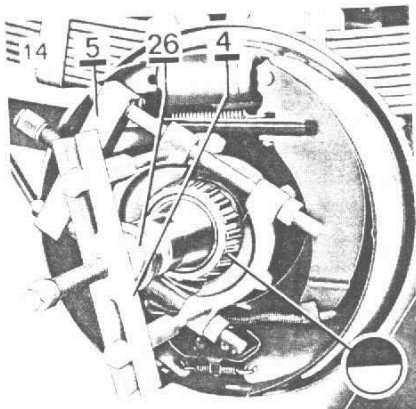
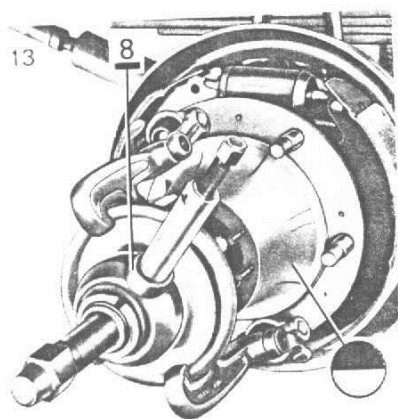
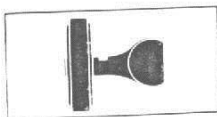


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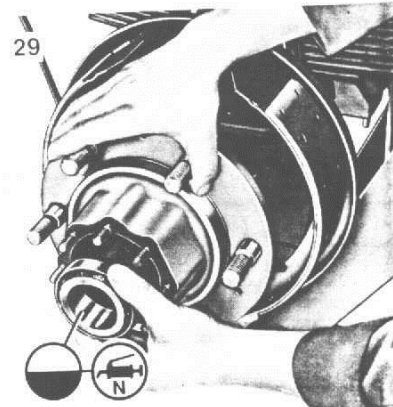
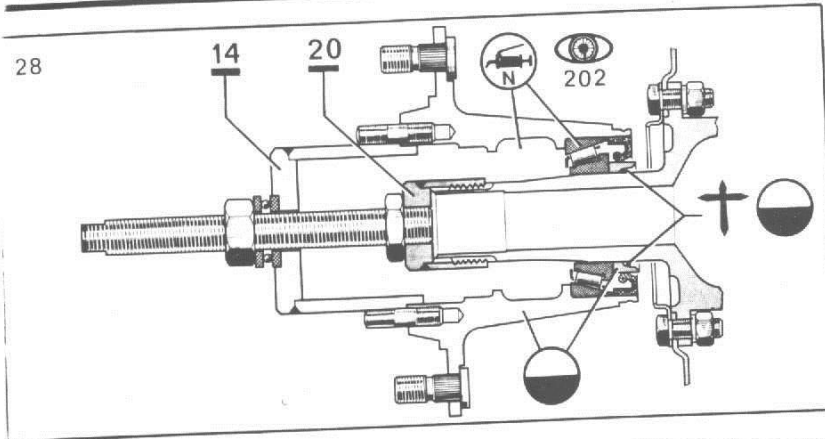
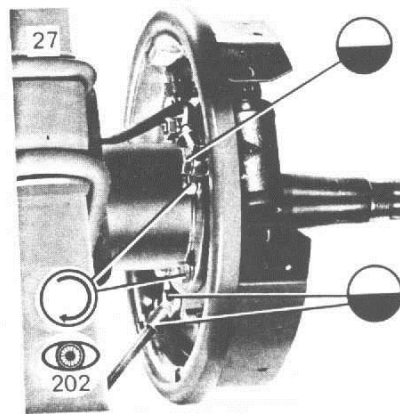
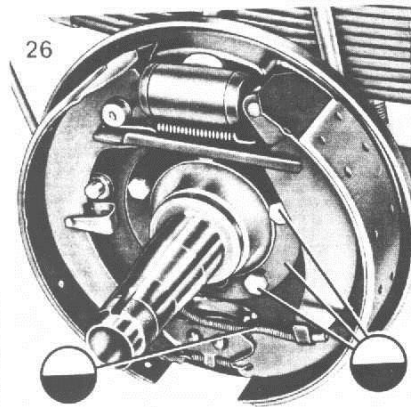
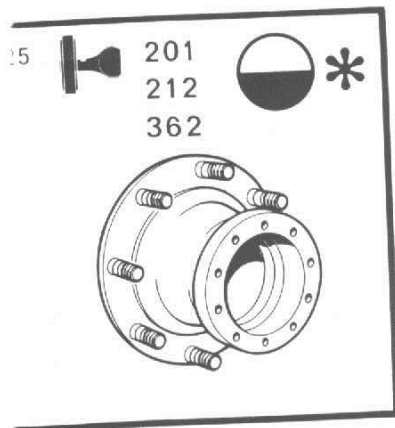


F 25

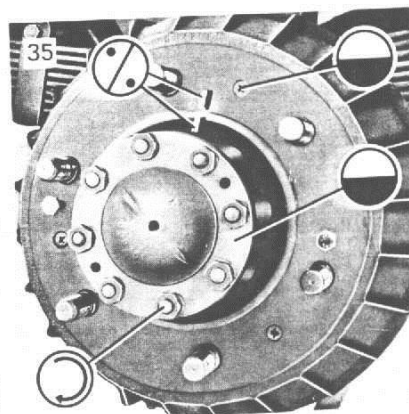
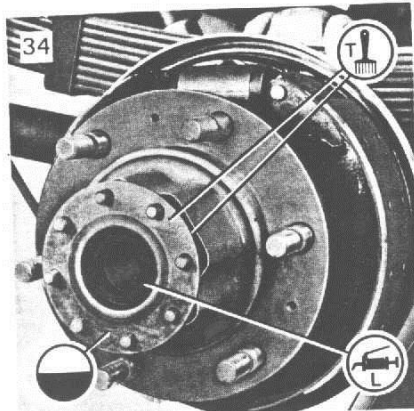
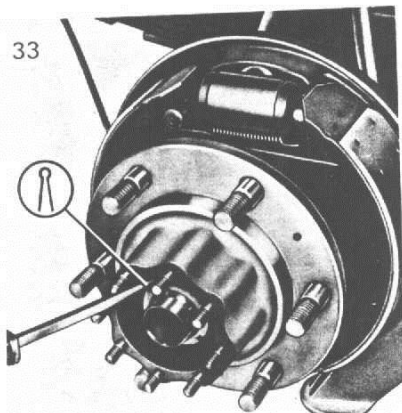
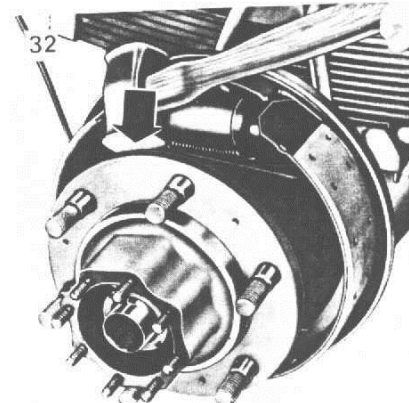
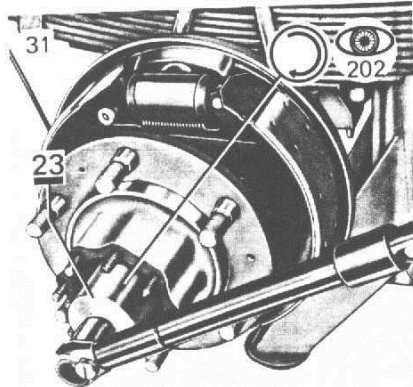
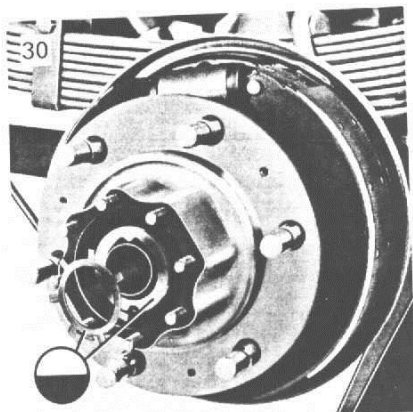


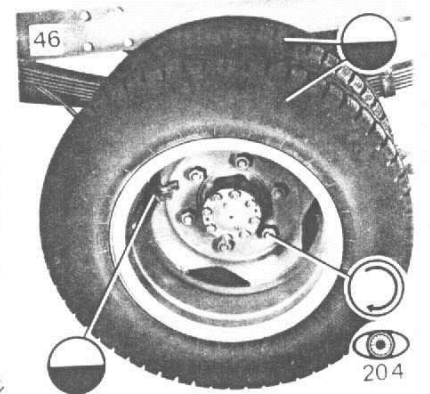
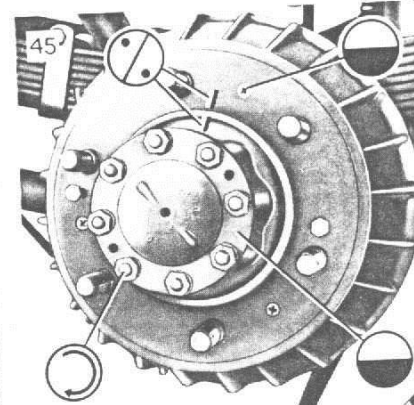
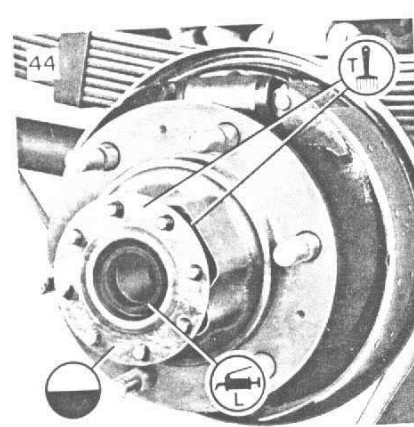
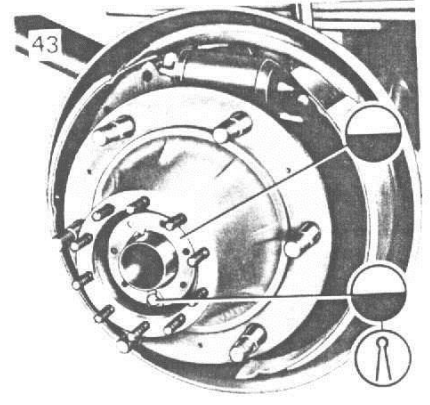
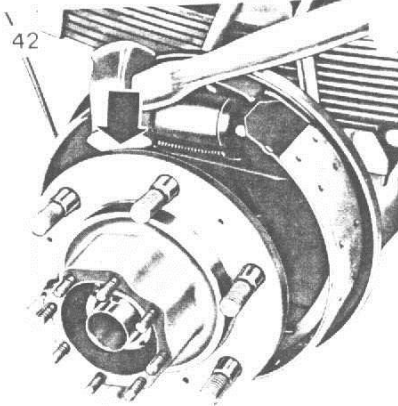
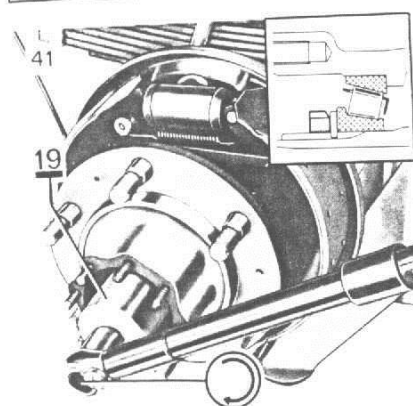
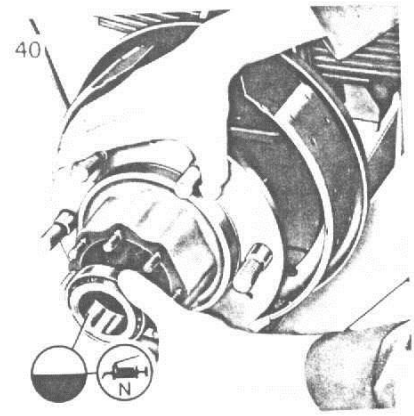
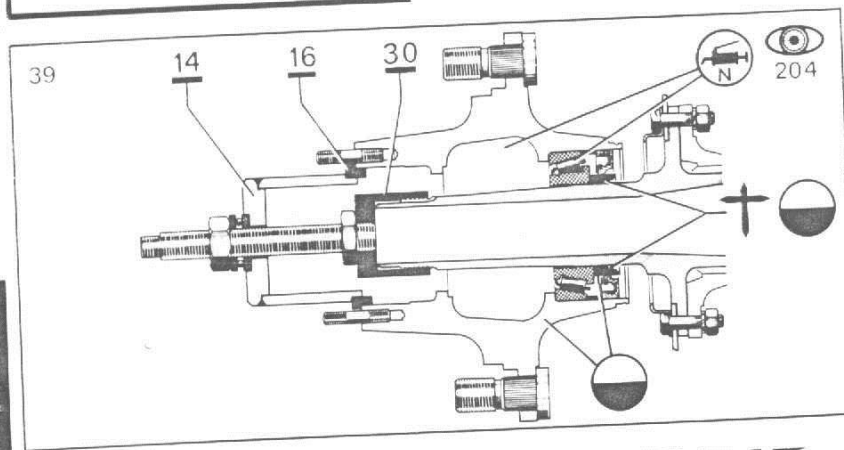
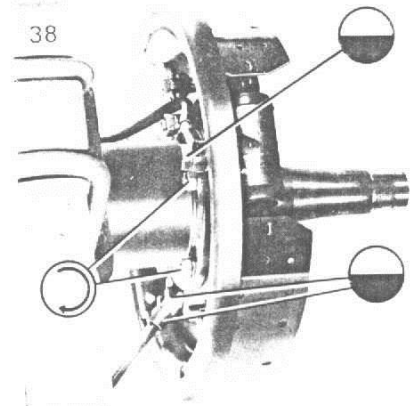
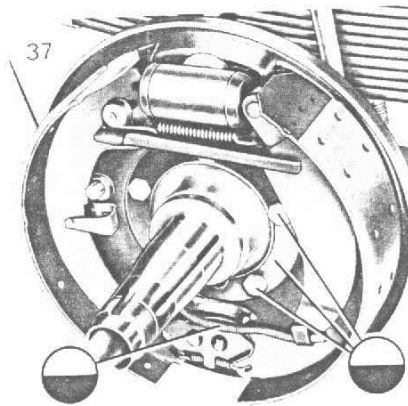
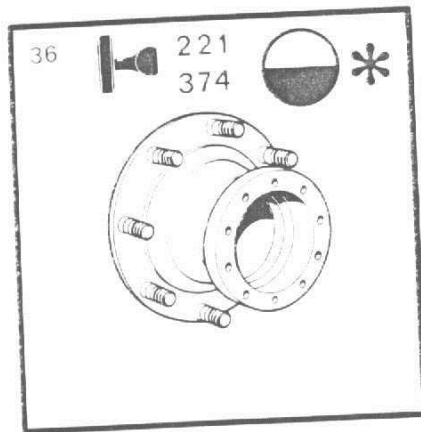
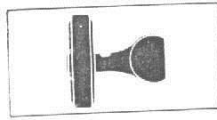


F 25

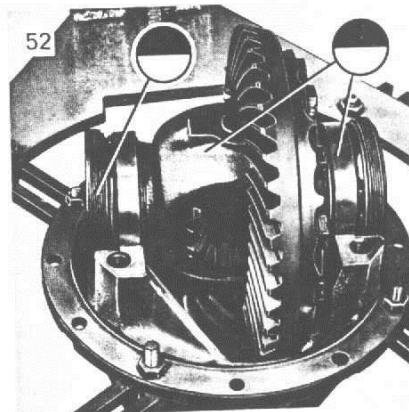
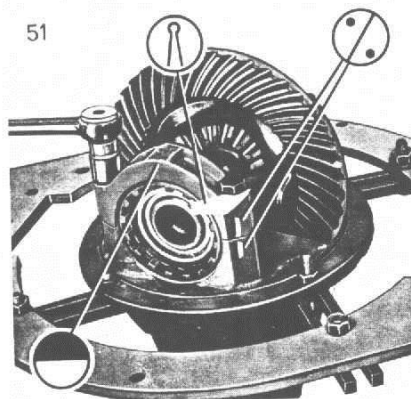
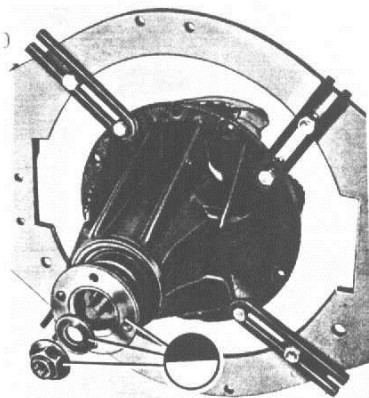
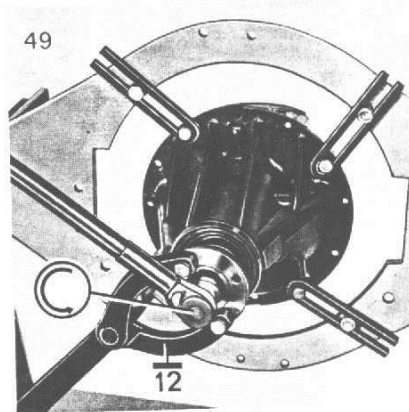
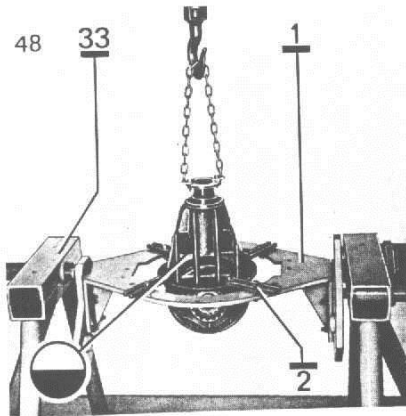
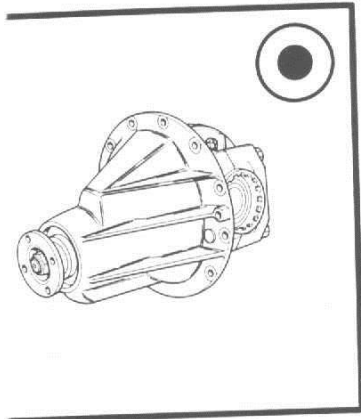
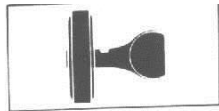


F 25

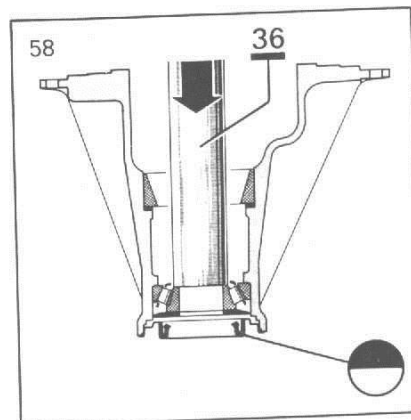
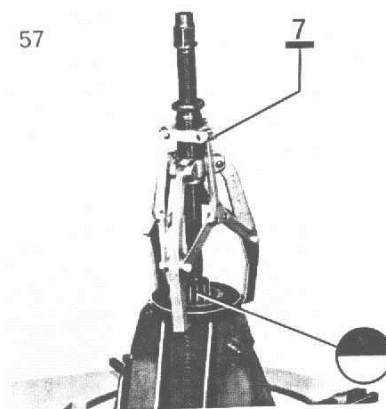
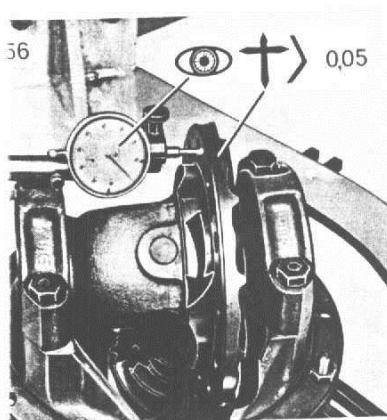
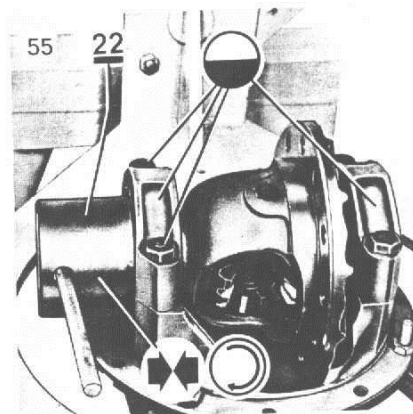
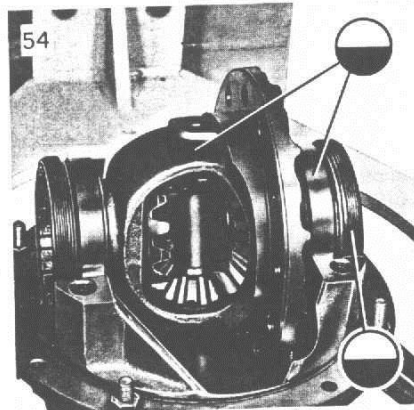
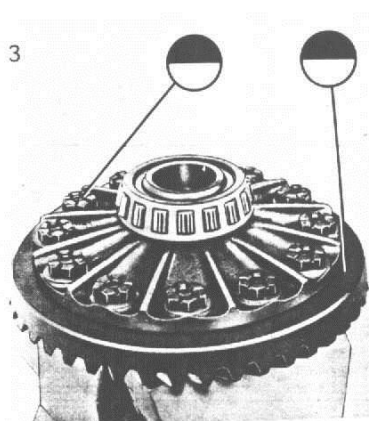


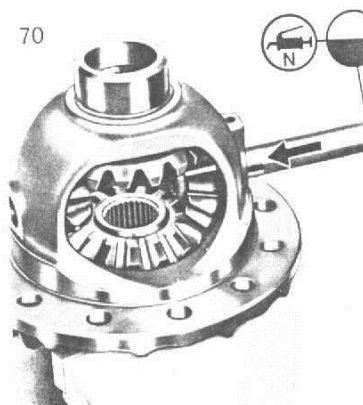
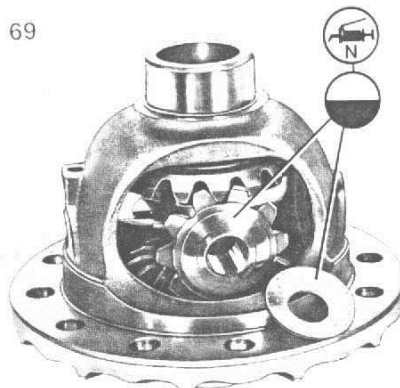
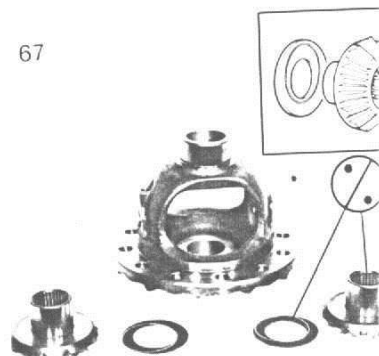
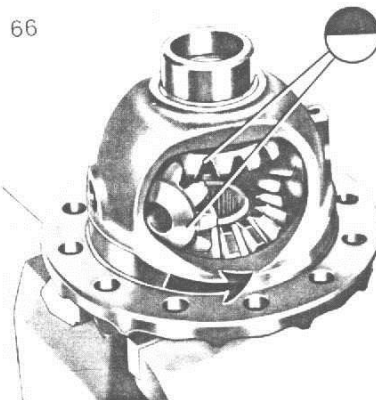
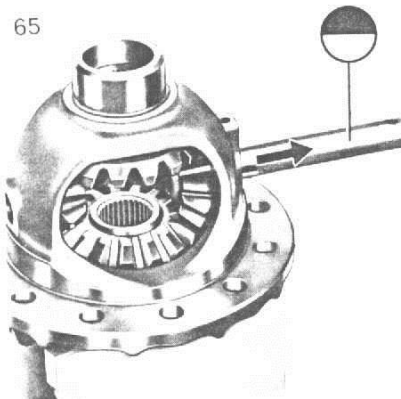
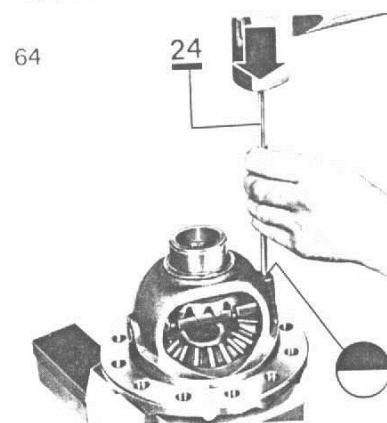
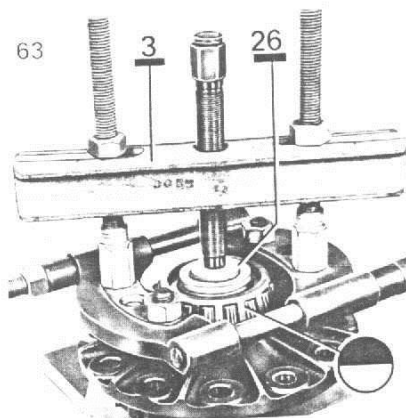
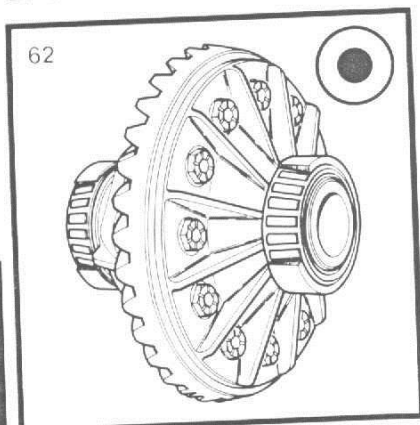
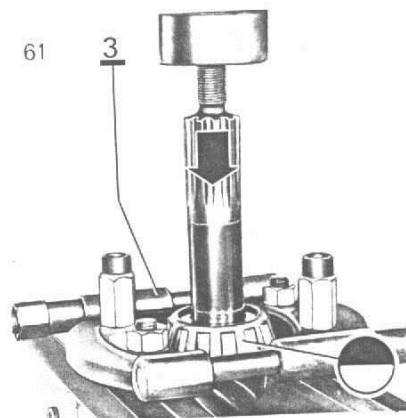
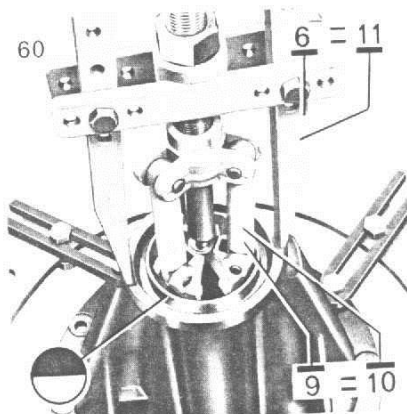
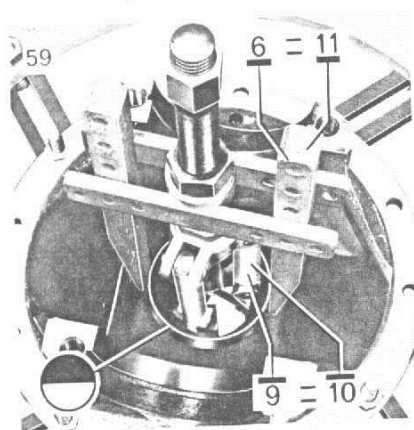


F 25

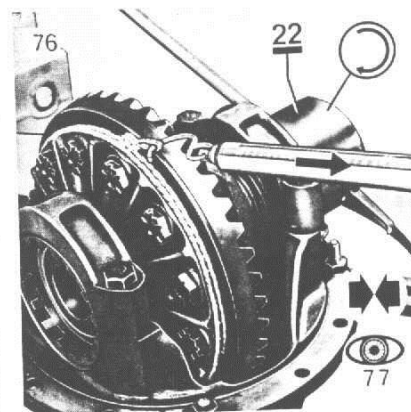
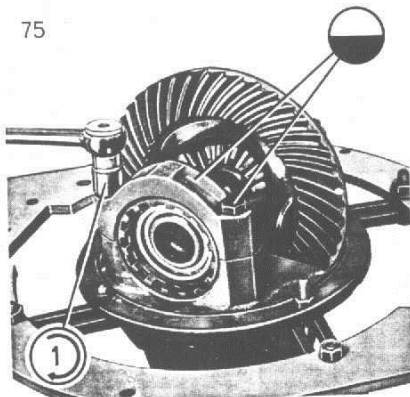
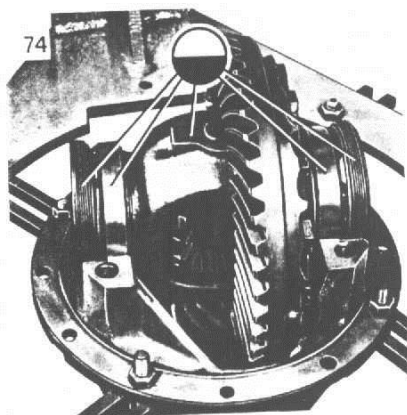
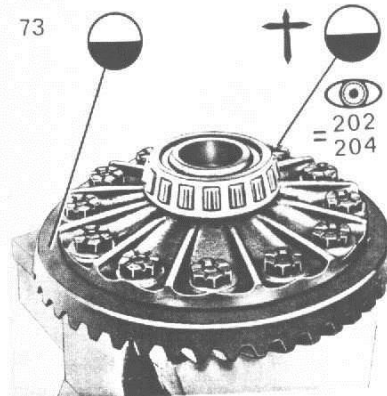
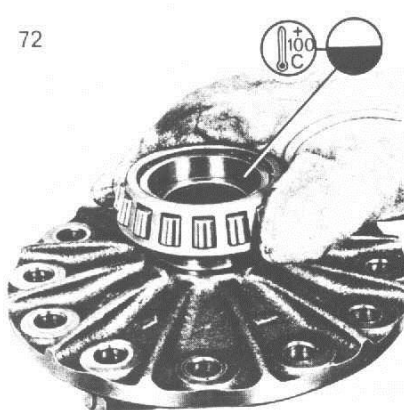
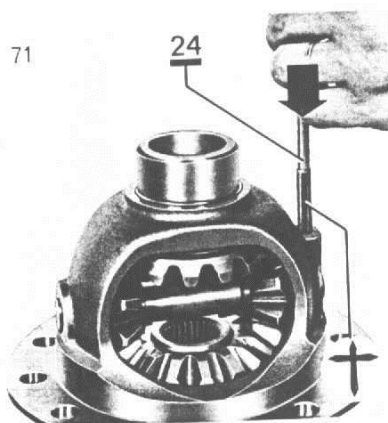


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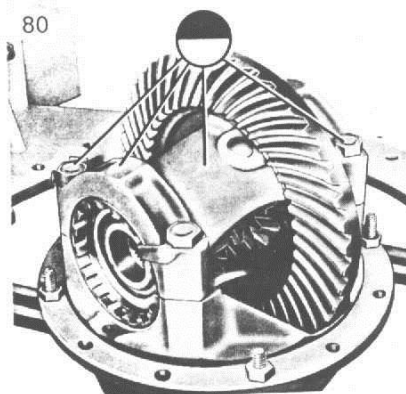
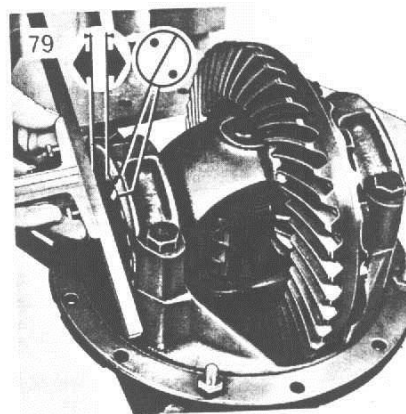
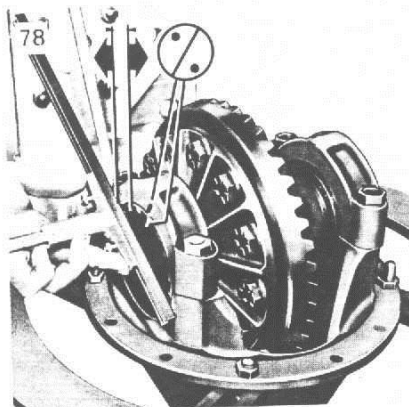


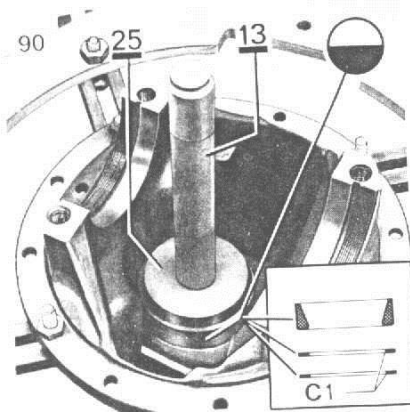
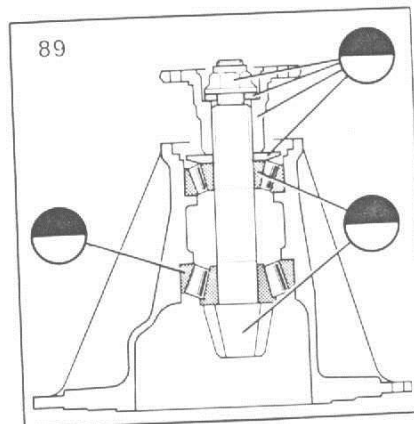
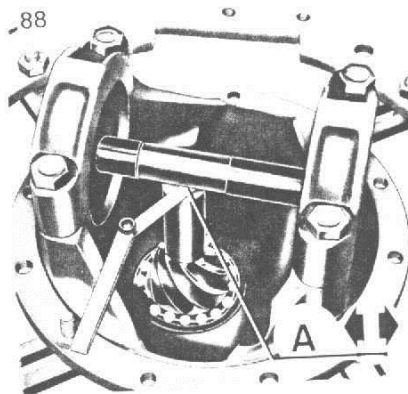
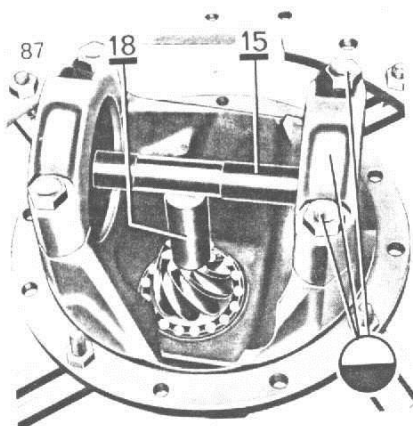
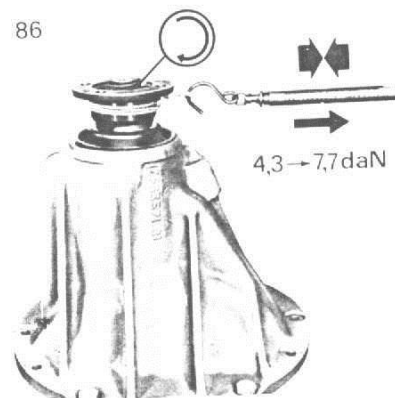
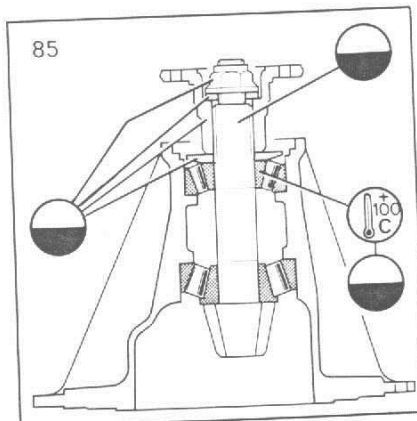
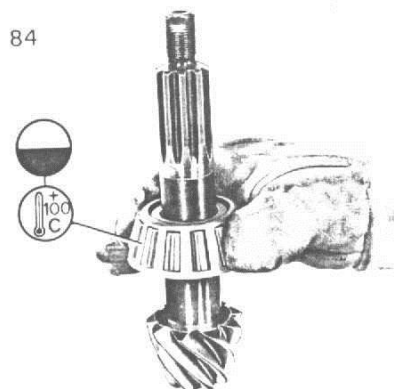
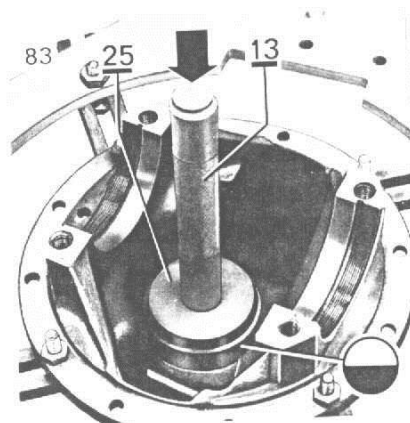
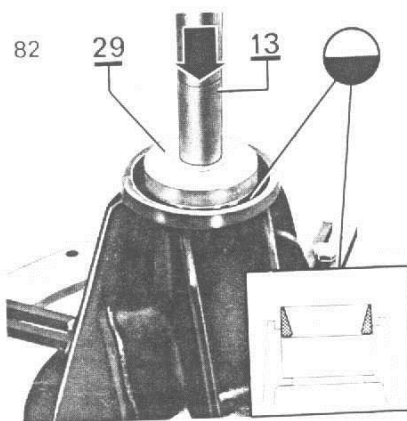
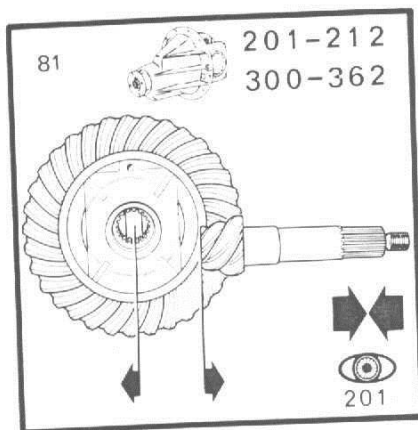
F 25



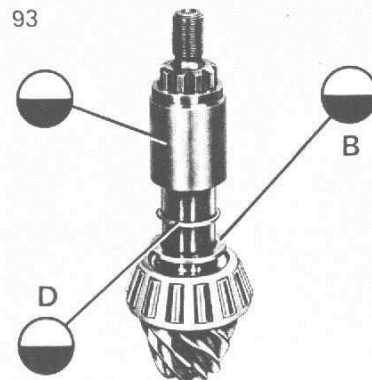
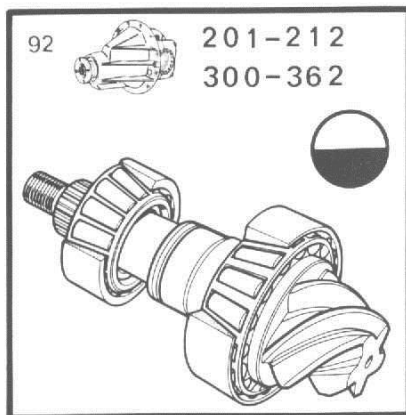
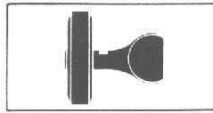
F 25

77	da N
201	
212	
300	1,5 → 2,4
362	
221	
302	1,2 → 1,9
374	



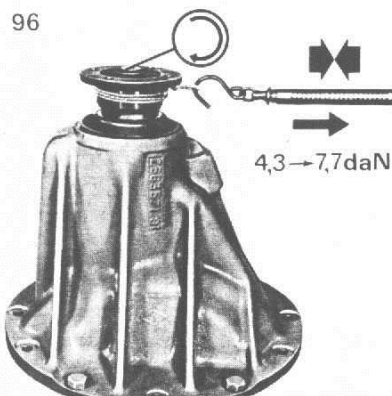
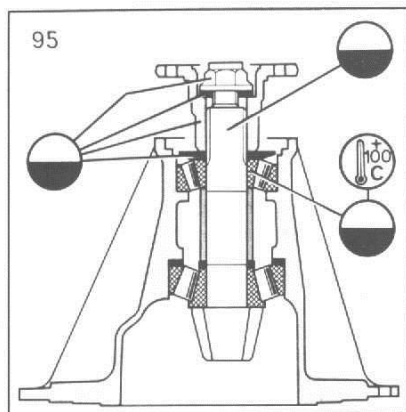


- 91 Les cales **C1** à placer sous le roulement sont égales à la cote **A** ± correction, voir page 201.
 Die unter das Lager zu legenden Ausgleichsscheiben **C1** entsprechen in ihrer Stärke dem Mass **A** ± korrektur, siehe Seite 201.
 The distance spacers **C1** to be put under the bearing are equal to the dimension **A** ± correction, see page 201.
 Los separadores **C1** a poner debajo del cojinete son iguales a la dimension **A** ± corrección, ver pagina 201.
 Gli spessori **C1** da sistemare sotto al cuscinetto sono uguali alla dimensione **A** ± correzione v. pag. 201.
 De tussenstukken **C1** die onder het lager aangebracht moeten worden zijn gelijk aan de zijde **A** ± correctie zie bldz. 201.
 Os calcos **C1** a colocar debaixo do rolamento sao iguais a cota **A** ± correcao ver pagina 201.

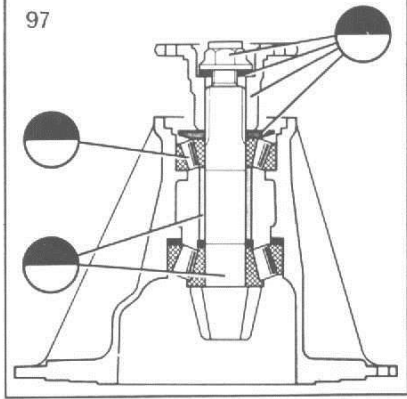


94

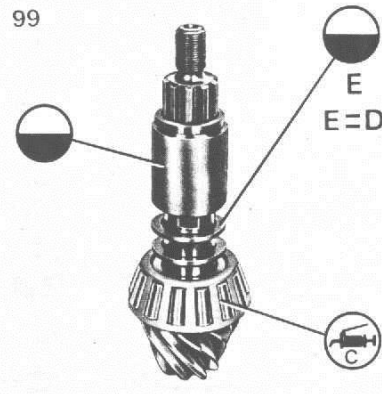
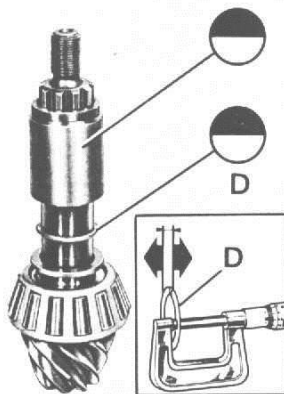
B = Cale acier 4 mm - D = fil de plomb 4 mm.
B = Stahlscheibe 4 mm - D = Bleidraht 4 mm.
B = steel spacer 4 mm - D = lead line 4 mm.
B = separador de acero 4 mm - D = hilo de plomo 4 mm.
B = Spessore acciaio 4 mm - D = filo de piombo 4 mm.
B = Stalentussenstukken 4 mm - D = looddraad 4 mm.
B = Calco aço 4 mm - D = fio de chumbo 4 mm.



97



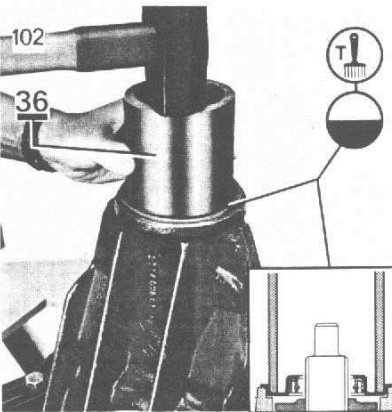
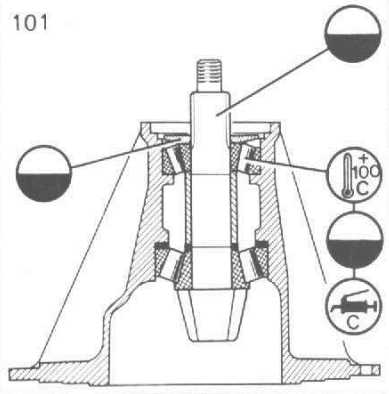
98



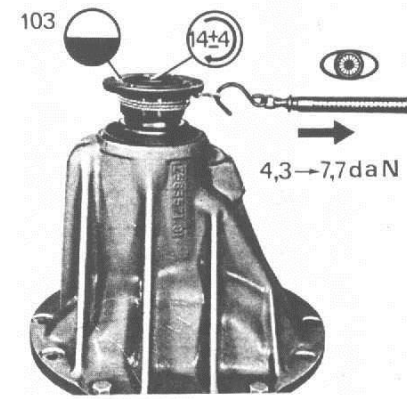
100

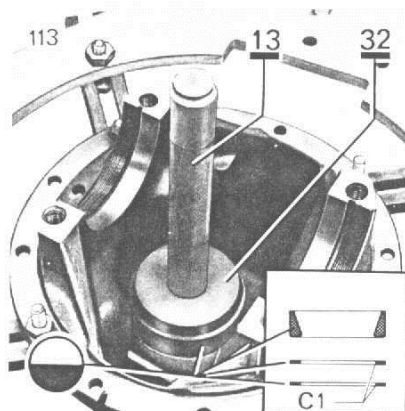
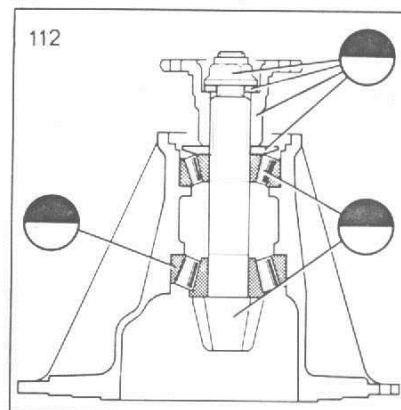
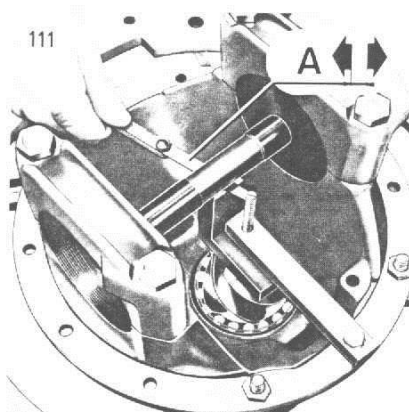
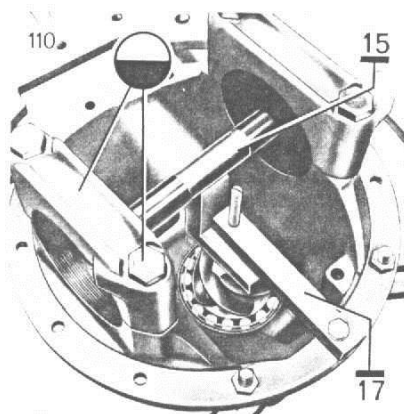
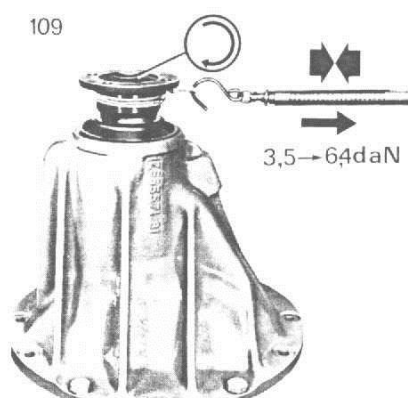
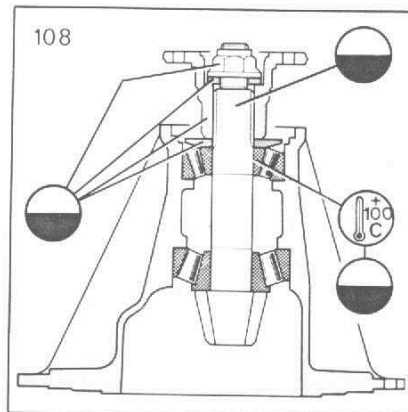
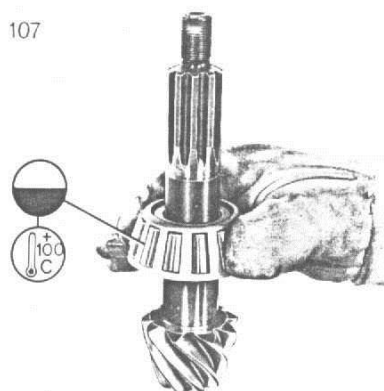
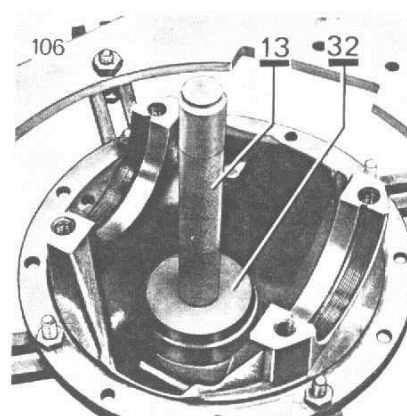
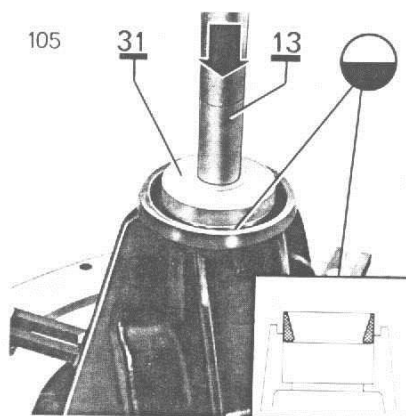
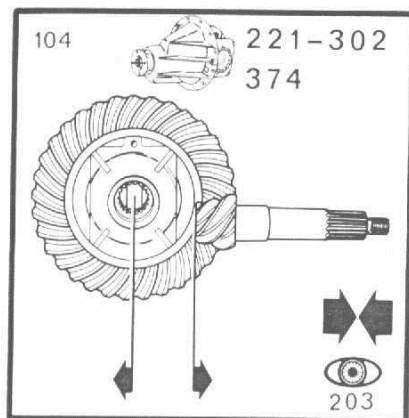
E = Cale acier = fil de plomb écrasé.
E = Stahlscheibe = zerquetschter Bleidraht.
E = steel spacer = crushed lead line.
E = separador de acero = hilo de plomo aplastado.
E = Spessore acciaio = filo di piombo schiacciato.
E = Stalentussenstukken = plat looddraad.
E = Calco aço = fio de chumbo esmagado.

101

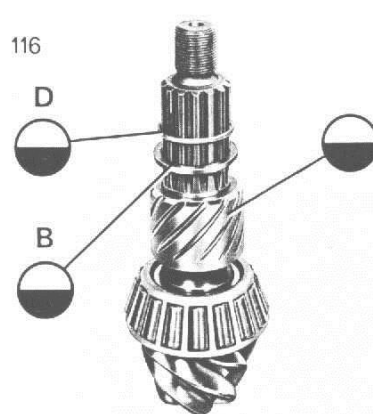
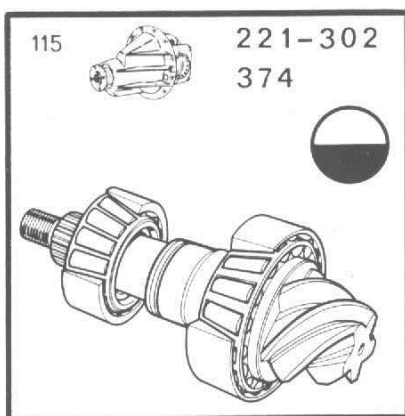
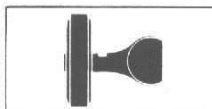


103



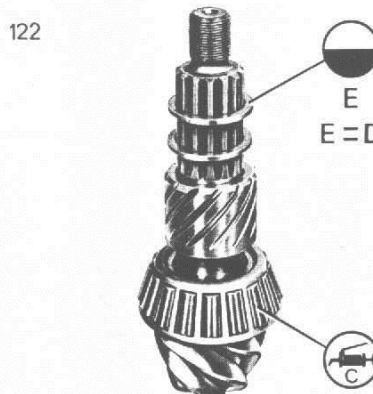
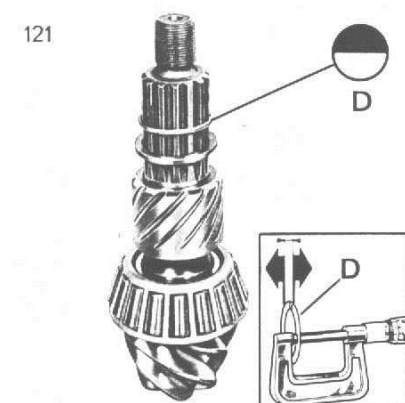
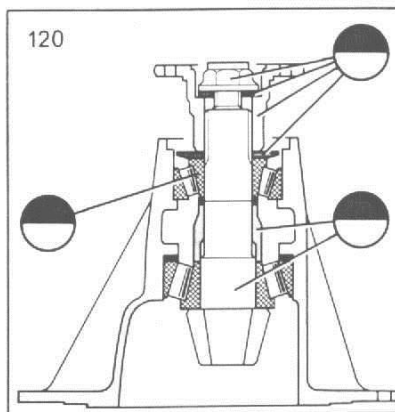
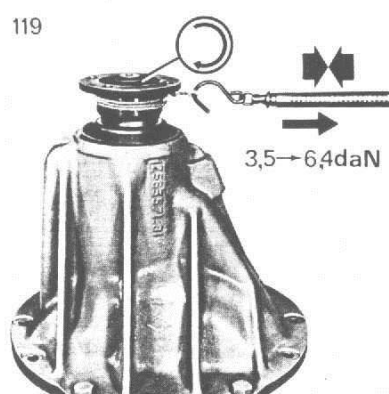
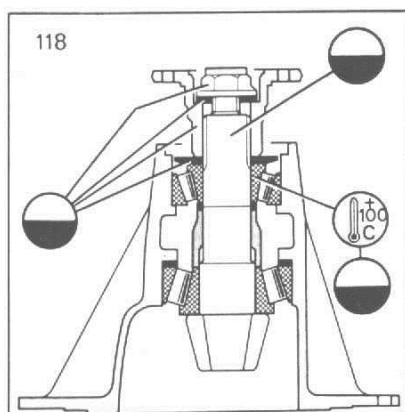


- 114 Les cales **C1** à placer sous le roulement sont égales à la cote **A** $\pm$ correction, voir page 203.
- Die unter das Lager zu legenden Ausgleichsscheiben **C1** entsprechen in ihrer Stärke dem Mass **A** $\pm$ korrektur, siehe Seite 203.
- The distance spacers **C1** to be put under the bearing are equal to the dimension **A** $\pm$ correction, see page 203.
- Los separadores **C1** a poner debajo del cojinete son iguales a la dimension **A** $\pm$ corrección, ver pagina 203.
- Gli spessori **C1** da sistemare sotto al cuscinetto sono uguali alla dimensione **A** $\pm$ correzione v. pag. 203.
- De tussenstukken **C1** die onder het lager aangebracht moeten worden zijn gelijk aan de zijde **A** $\pm$ correctie zie bldz. 203.
- Os calcos **C1** a colocar debaixo do rolamento são iguais a cota **A** $\pm$ correcao ver pagina 203.



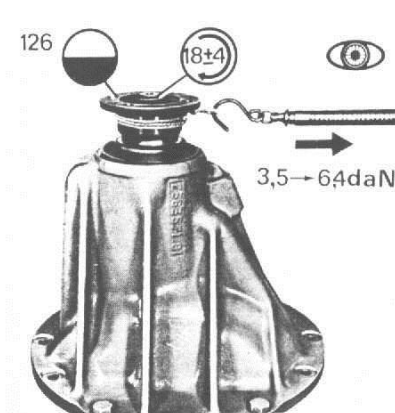
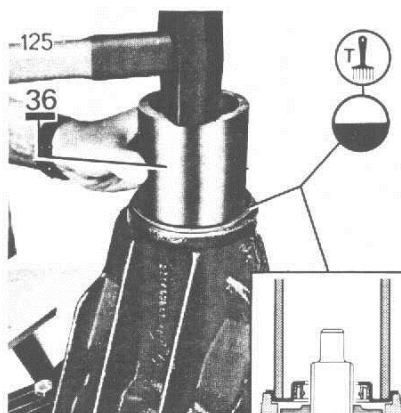
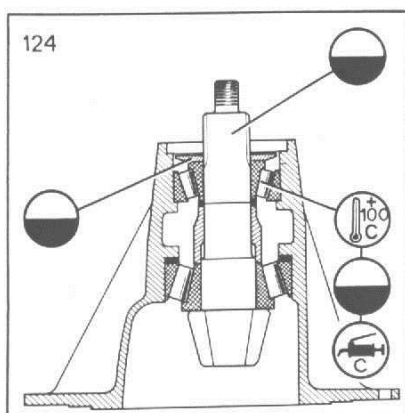
117

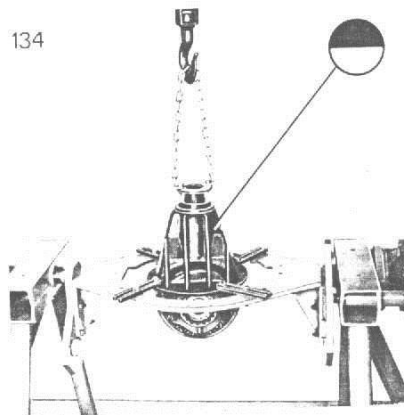
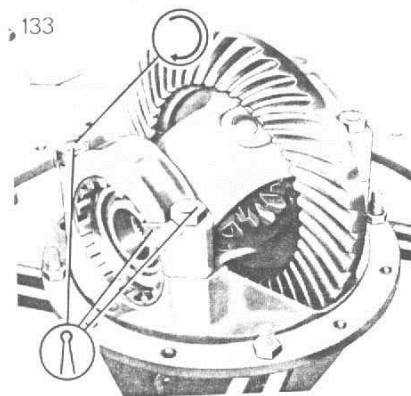
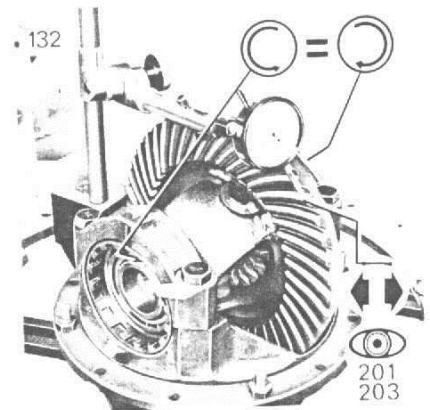
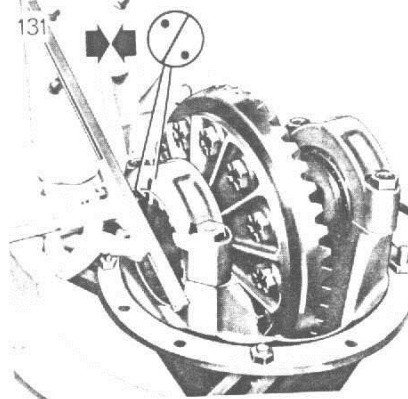
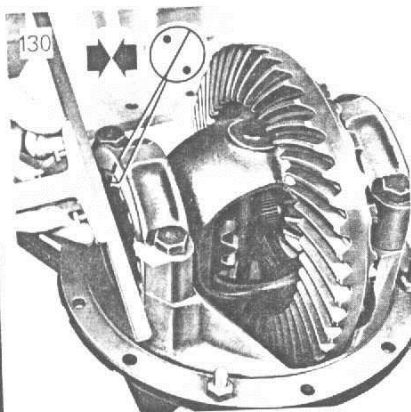
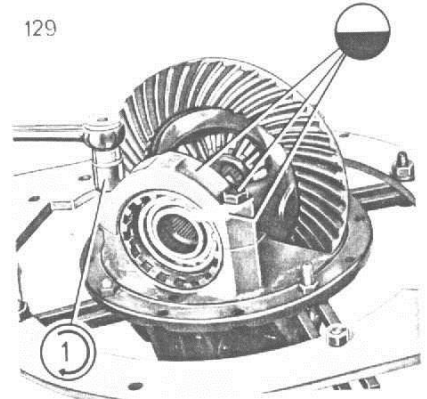
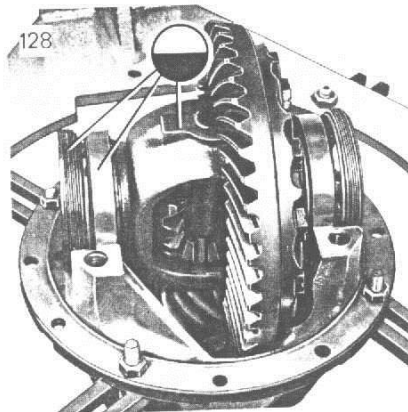
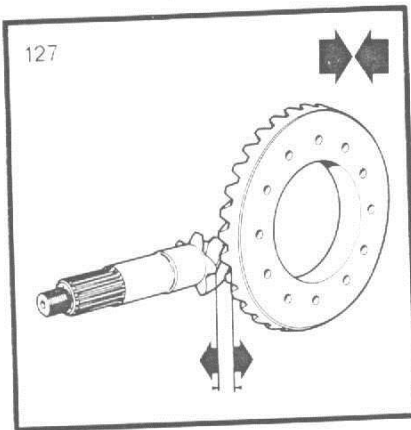
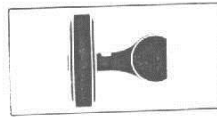
B = Cale acier 4 mm - D = fil de plomb 4 mm.
 B = Stahlscheibe 4 mm - D = Bleidraht 4 mm.
 B = steel spacer 4 mm - D = lead line 4 mm.
 B = separador de acero 4 mm - D = hilo de plomo 4 mm.
 B = Spessore acciaio 4 mm - D = filo de piombo 4 mm.
 B = Stalentussenstukken 4 mm - D = looddraad 4 mm.
 B = Calco aço 4 mm - D = fio de chumbo 4 mm.



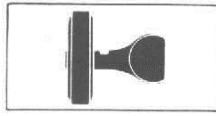
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E = Cale acier = fil de plomb écrasé.
 E = Stahlscheibe = zerquetschter Bleidraht.
 E = steel spacer = crushed lead line.
 E = separador de acero = hilo de plomo aplastado.
 E = Spessore acciaio = filo di piombo schiacciato.
 E = Stalentussenstukken = plat looddraad.
 E = Calco aço = fio de chumbo esmagado.

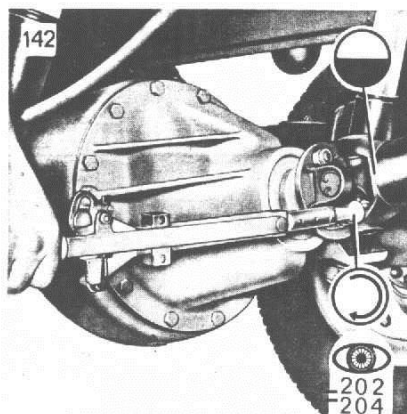
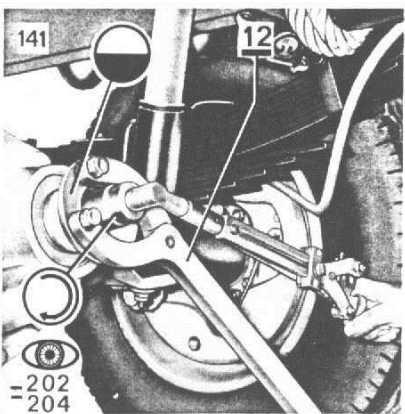
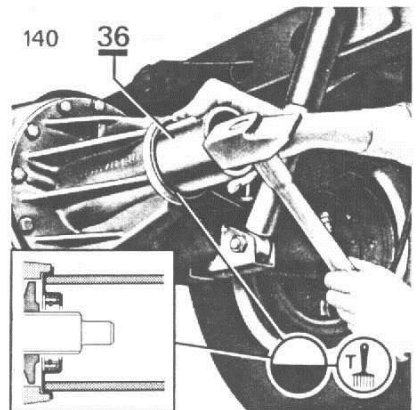
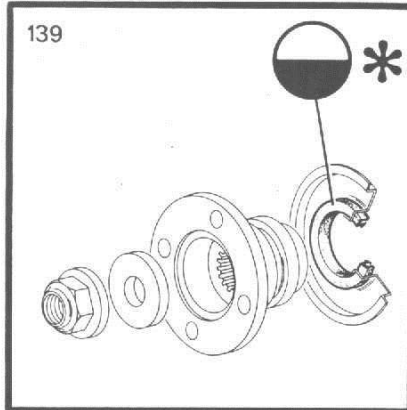
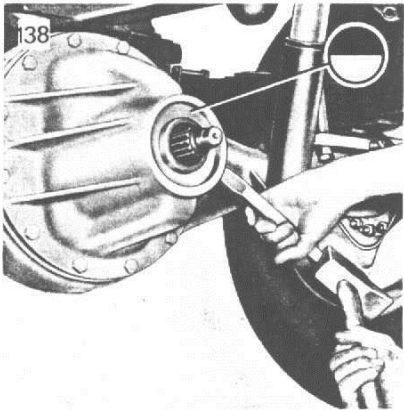
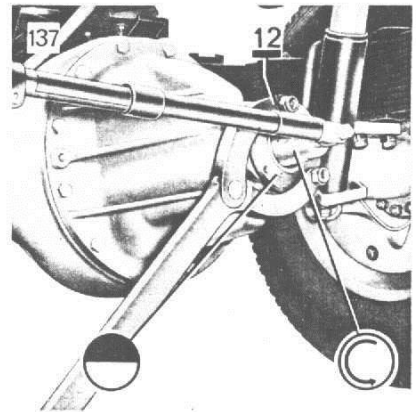
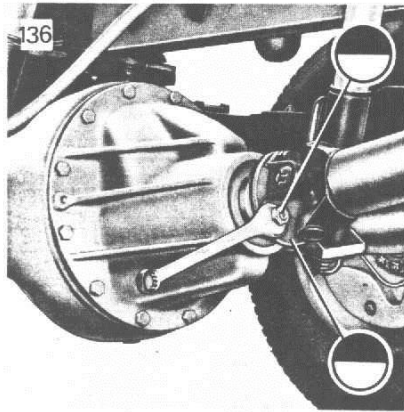
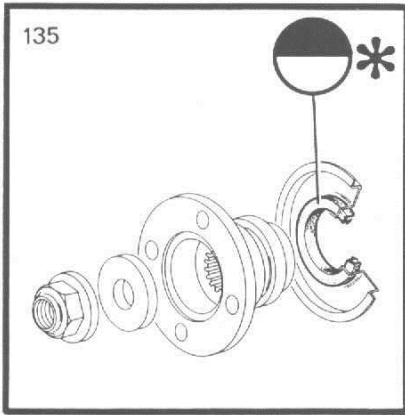




F 25



F 25 - 21
d



F 25



F 25 - 201

d

$+ 0,10$

$\rightarrow C - 0,10 = C'$

$- 0,10$

$\rightarrow C + 0,10 = C'$

201
212
300
362


 $0,125 \rightarrow 0,225$
m.daN

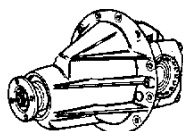
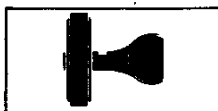
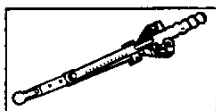
C'

81,45 $\rightarrow$ 81,50


 $0,150 \rightarrow 0,250$
m.daN

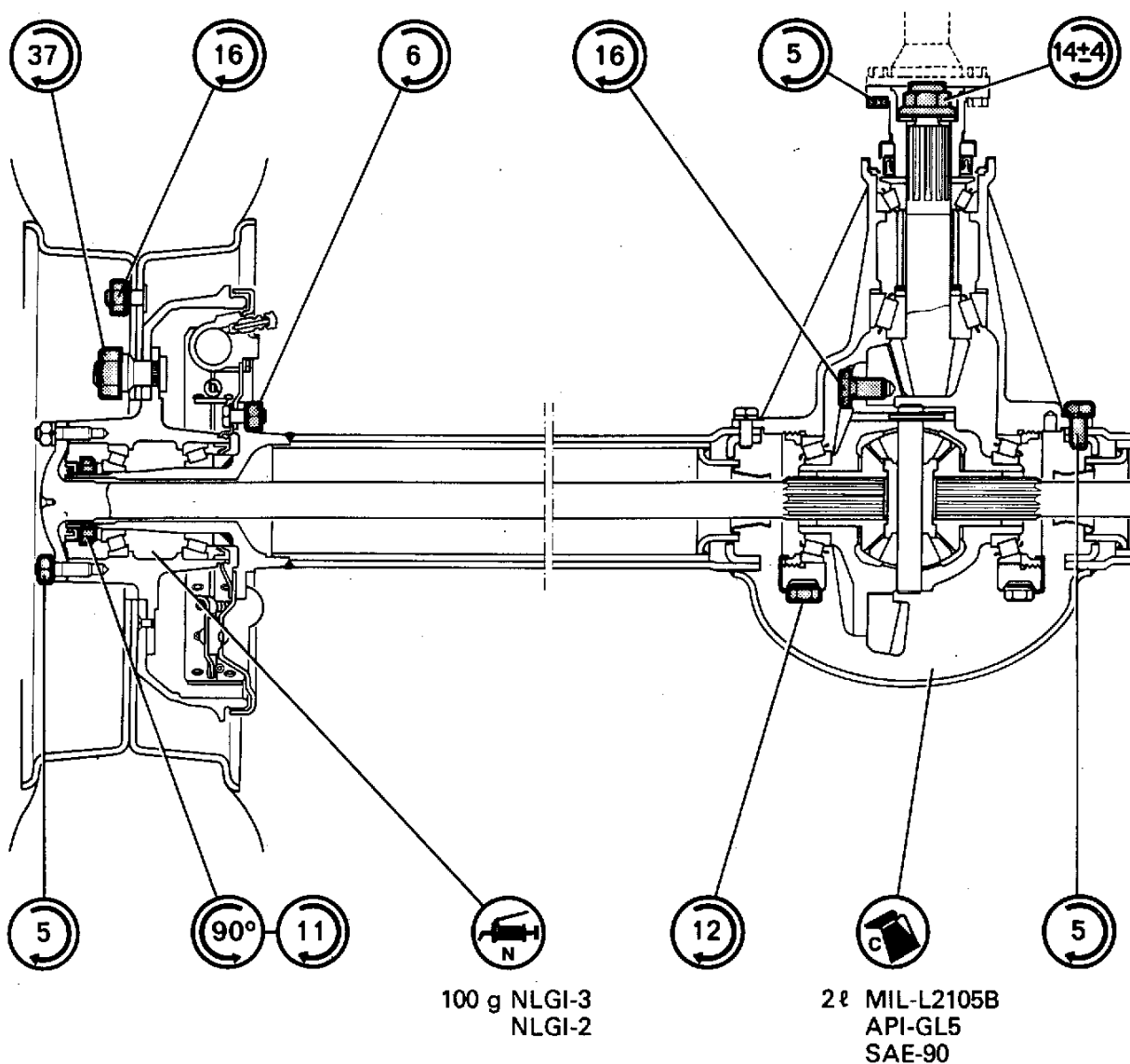
$0,15 \rightarrow 0,20$

F 25



201
212
300
362

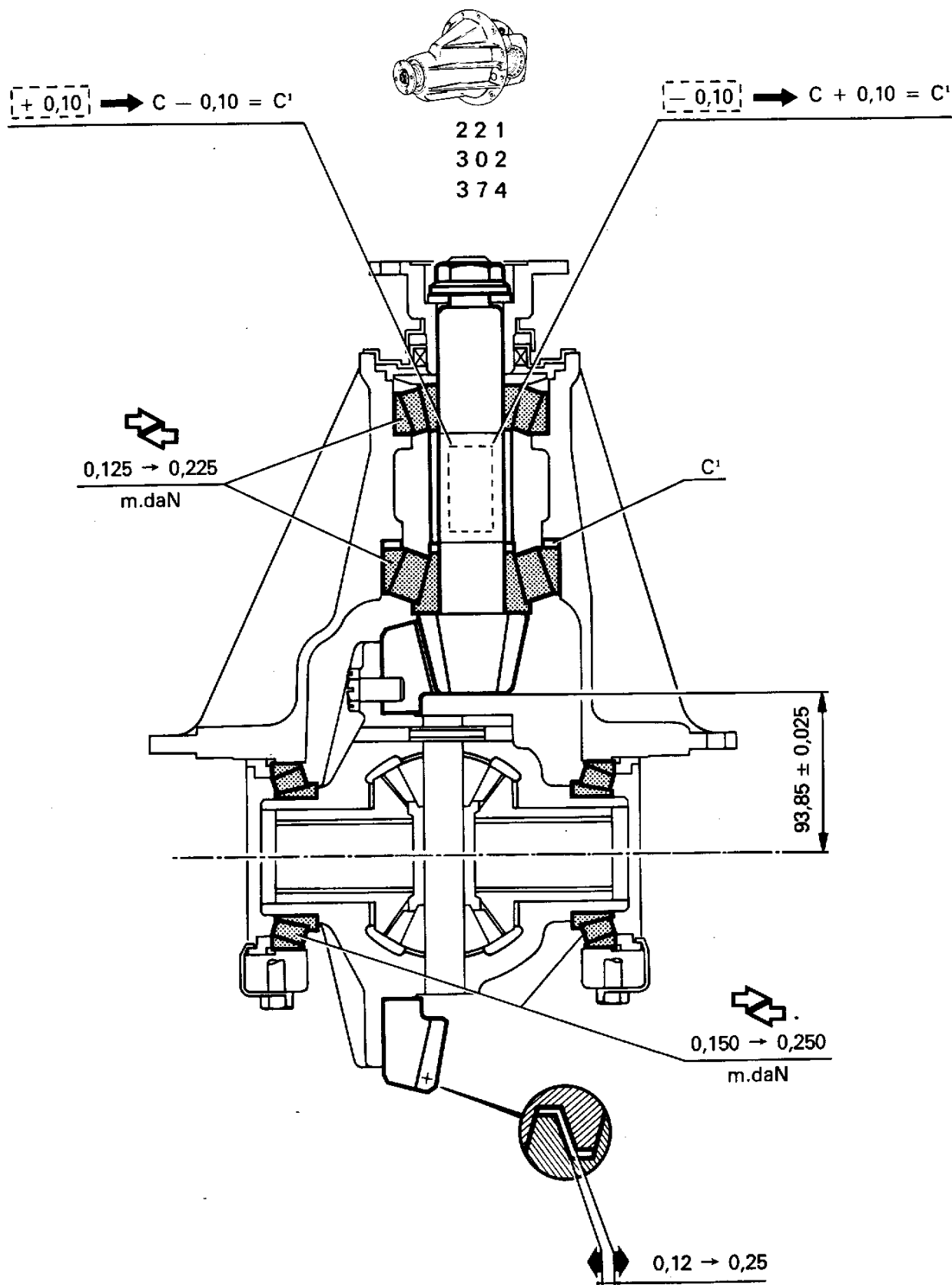
F 25



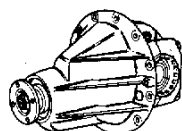
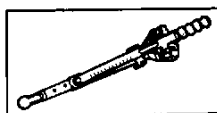


F 25 - 203

d



F 25



2 2 1

3 0 2

3 7 4

F 25

