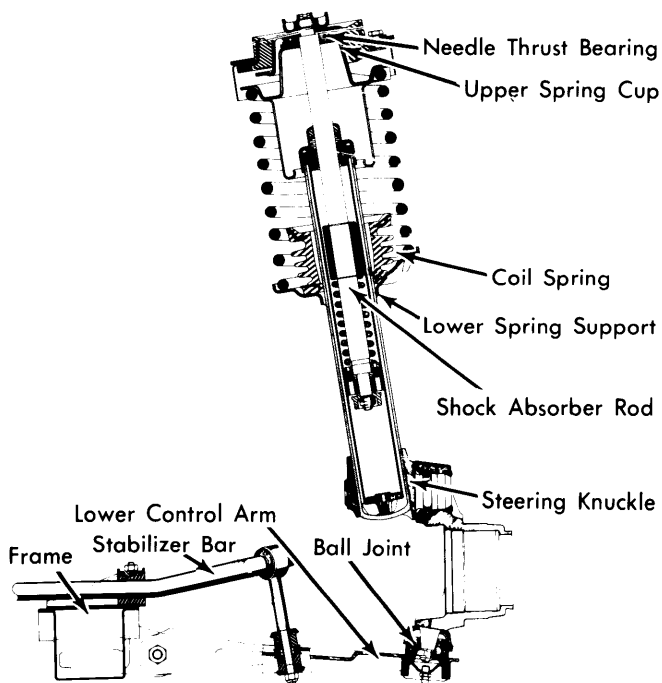


1971-72 PEUGEOT 304

304 (1971-72)

DESCRIPTION

Front suspension is independent with coil springs. Wheel is supported by front hub, which is supported by steering knuckle. Steering knuckle is welded to lower portion of vertical strut assembly. Vertical strut assembly is attached to inner fender panel at top. Bottom of steering knuckle is attached to lower control arm by means of a ball joint. Inner end of lower control arm is attached to pivot points at frame. Coil spring fits into upper spring support, which is attached to inner fender panel, by means of a needle thrust bearing, at top and rides in spring support attached to lower strut assembly at bottom. Shock absorber is built into vertical strut assembly. Stabilizer bar is attached, at ends, to lower control arms.



OPU01

PEUGEOT 304 FRONT SUSPENSION COMPONENTS

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications and Procedures* in *WHEEL ALIGNMENT* Section.

BALL JOINT CHECKING

See *Ball Joint Checking* in *WHEEL ALIGNMENT* Section.

REMOVAL & INSTALLATION

SUSPENSION ASSEMBLY

Removal — Raise vehicle and support with safety stands under rear of engine crossmember, remove wheel. Remove brake pipe from clip on strut assembly, remove brake caliper and hang from vehicle. Prevent hub from rotating by using suitable tool (8.0606 A), remove hub nut and washer. Remove tie rod bearing nut and disconnect tie rod bearing from steering knuckle using suitable extractor (8.0704 C). Remove lower control arm pivot bushing pins and uncouple link rod from stabilizer bar. Separate hub from drive shaft, carefully holding drive shaft to prevent drive shaft from disengaging from transmission. Lay driveshaft on top of stabilizer bar. Remove upper strut assembly bolt from inner fender panel while supporting suspension. Remove suspension system from vehicle.

Installation — To install, reverse removal procedure. Replace all lock nuts, lock washers and hub nuts. Tighten all bolts and nuts to specifications, however, do not tighten lower control arm pivot bolts and stabilizer bar-to-control arm nuts until weight of vehicle is on suspension. Apply Molykote to splined end of drive shaft before installation.

DISASSEMBLY & REASSEMBLY

STRUT ASSEMBLY

Disassembly — Place strut assembly in vise using suitable support tool (8.0903 G). Compress spring using suitable spring compressor (8.0903 CX). Remove shock absorber rod nut and remove upper support assembly including needle bearing. Release spring compressor and remove spring. Clean upper part of shock absorber body and remove cover nut using suitable wrench (8.0903 DZ), remove lower spring stop using two suitable levers. Slowly remove shock absorber mechanism and drain strut assembly of oil.

Reassembly — To reassemble, reverse disassembly procedure. Replace all worn parts, use new lock nuts and lock washers. Fill strut assembly with 9.5 ozs. (280 cc) of shock absorber fluid. Tighten all nuts and bolts to specifications.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Strut Assembly-to-Fender Panel	7.6
Tie Rod Bearing Nut	31
Brake Caliper Attaching Bolts	36
Hub Nut	181
Lower Control Arm Pivot Nuts	20
Stabilizer Bar-to-Control Arm	9
Shock Absorber Cover Nut	58
Shock Absorber Rod Nut	33