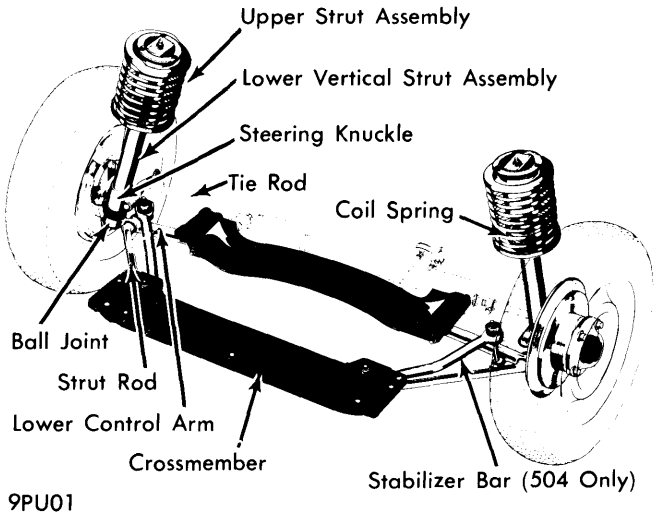
1963-73 PEUGEOT 404 & 504

404 (1963-70)
504 (1969-73)

DESCRIPTION

These models use an independent, strut type front suspension. Wheel is supported by steering knuckle which is attached to vertical strut assembly. A lower control arm is attached to bottom of steering knuckle by means of a ball joint. Inner end of lower control arm pivots on front crossmember. Attached to lower control arm is a strut rod which runs forward to pivot point on frame. Top of vertical strut assembly is attached to inner fender panel. Coil springs fit in spring seat attached to inner fender panel at top and in spring seat attached to lower strut assembly at bottom. On 404 models, lower spring seat incorporates a ball bearing thrust bearing, while thrust bearing on 504 models is located at top spring seat and is of needle bearing design. Shock absorber is built into vertical strut assembly. On 504 models, a stabilizer bar is mounted to frame and connected at ends to lower control arms.



PEUGEOT 404 & 504
FRONT SUSPENSION COMPONENTS (TYPICAL)

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See Wheel Alignment Specifications and Procedures in WHEEL ALIGNMENT Section.

FRONT WHEEL BEARINGS

See Front Wheel Bearing Adjustment in WHEEL ALIGNMENT Section.

BALL JOINT CHECKING

See Ball Joint Checking in WHEEL ALIGNMENT Section.

REMOVAL & INSTALLATION

FRONT SUSPENSION

Removal – Raise vehicle and place safety stands under front crossmember, remove wheel. Remove brake components from steering knuckle, and hang components from vehicle to prevent having to disconnect brake line. *NOTE – See appropriate story in BRAKE Section for removal procedure.* Disconnect tie rod ball joint as follows: On 404 models, remove cotter pin and nut and tap gently with a hammer on end of steering arm. On 504 models, press out ball joint using suitable extractor (8.0703 E). Remove bolts securing lower control arm and strut rod to frame. Place a jack under steering knuckle and remove bolts securing vertical strut assembly to inner fender panel. Lower jack and remove front suspension from vehicle.

Installation – To install, reverse removal procedure, tightening all bolts and nuts to specifications. All lock washers should be replaced. Control arm to frame and strut rod to frame bolts should only be torqued when weight of vehicle is on suspension.

DISASSEMBLY & REASSEMBLY

NOTE – In order to disassemble and reassemble suspension strut assembly use suitable tools or tool set 8.0902 (404 models), or tool set 8.0906 (504 models).

Disassembly – Secure strut assembly in vise using suitable holder and compress spring using suitable spring compressor. Hold shock absorber piston rod and remove rod nut. Carefully release spring from compressor and remove shock absorber mount, upper spring seat, coil spring, shock absorber, dust boot, and bearing. Using suitable wrench, remove upper shock absorber nut and slowly pull out shock absorber rod and piston assembly. Remove assembly from vise and empty out oil.

Reassembly – To reassemble, reverse disassembly procedure, replacing all rubber parts and lock nuts. Fill shock absorber with specified amount of shock absorber fluid and torque all nuts to specifications.

Shock Absorber Capacity

Model	Ozs.	cc
404	12	355
504	10	300

BALL JOINT (404 MODELS)

Disassembly – Support strut in vise using suitable holder. Remove ball joint snap ring, cover, conical washers and bearing half. Remove ball joint nut and disengage ball joint from socket with a light mallet tap on lower control arm.

1963-73 PEUGEOT 404 & 504 (Cont.)

Reassembly – To reassemble, reverse disassembly procedure using a new ball joint nut and snap ring. Torque ball joint nut to specifications.

BALL JOINT (504 MODELS)

Disassembly – Remove ball joint sealing nut, then remove ball joint securing nut using suitable tools. Press out ball joint from lower control arm using suitable ball joint extractor tool and disassemble ball joint components.

Reassembly – To reassemble, reverse disassembly procedure using new rubber parts, clips, nuts and ball joints cups. Torque ball joint securing nut to specifications, and lock using suitable punch. Torque closing nut to specifications.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Strut-to-Fender	
404	10 (1.4)
504	7 (1)
Control Arm-to-Strut Rod Nuts	
404	30 (4.1)
504	33 (4.6)
Shock Absorber Body Nut	
404	45 (6.2)
504	58 (8)
Shock Absorber Piston Nut	
404	40 (5.5)
504	33 (4.6)
Ball Joint-to-Control Arm	
404	35 (4.8)
504	33 (4.6)
Ball Joint Closing Nut (504)	5.5 (.8)